THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, OCTOBER 31, 1892

The Share Market. LATEST QUOTATIONS Hongkong and Shanghai Bank -- 1124 per cent, prem., sellers. The National Bank of China, Ld.-on £7.10. paid up,-35 per cent. dis., sellers. The National Bank of China, Ld.-Founders shares, \$200 per share, sellers. The Bank of China, Japan & the Straits, Ld.-\$31. bayers. The Bank of China, Japan & the Straits Ld .-Founders' shares, £20, buyers. Chinese Imperial Loan of 1884 B-21 per cent. premium, selleri. Chinese Imperial Loan of 1884 C-2 per cent. premlum, buyers. Chinese Imperial Loan of 1886 E-14 per cent. Union Insurance Society of Canton-\$82 per share, ex. dlv., buyers. China Traders' Insurance Company-\$55 per share, sellers. North China Insurance-Tis. 240 per share, Canton Insurance Company, Limited-\$105 per share, buyers. Yangtsze Insurance Association—\$103, sellers. On Tai Insurance Company, Limited-Tis. 150 per share. Hongkong Fire Insurance Company-\$265 per share, sellers. China Fire Insurance Company-\$861 perishare, sales and buyers. Hongkong, Canton, and Macao S'camboat Co.-\$31, sales and sellers. China and Manila Steam Ship Company-28 per share, buyers. Indo-China Steam Navigation Company, Limited. -50 per cent. discount, sellers. Douglas Steamship Company-\$37 per share, sales and sellers. The Steam Launch Co., Limited-nominal. Hongkongand Whampon Dock Company-\$76 per cent, premium, sales and sellers. Geo. Fenwick & Co., Limited-\$15 per share, Hongkong Hotel Company-\$24, sellers. Hangkong Hotel Co.'s Six per-cent. Debentures **-\$501.** The Austla Arms Hotel and Building Company, Limited-\$41 per share, sellers. The Shameen Hotel Co., Limited-\$5 per share, sellers. Punjom and Sunghie Dua Samantan Mining Co. -\$2.25, per share, sellers. The Raub Gold Mining Co., Limited-25 cents per share, sellers. New Imuris Mining Co., Limited-\$1.50 per share, buyers.

The Balmoral Gold Mining Co., Limited-

Tonquin Coal Mining Co.-\$150 per share,

The Jelebu Mining and Trading Co., Limited-

The Sciama Tin Mining Co., Limited-5 cents

London and Pacific Petroleum Co., Ld.-nix.

China Sugar Refining Company, Limited-\$155

Luzon Sugar Refining Company, Limited-

A. S. Watson & Co., Limited-\$162 per share,

Dakin, Cruickshank & Co., Limited-\$2 per

Hongkong Dairy Farm Co., Limited-\$5 per

The Kowloon Land Investment Co., Limited-

The Hongkong Land Investment Co., Limited-

The West Point Buildings Co., Limited \$27

H. G. Brown & Co., Limited-\$24 per share,

Hongkong and Kowloop Wharl and Godown

Hongkong Rope Manufacturing Company,

Hongkong Gas Company-\$100 per share,

Hongkong Ice Company-\$67 per share, buyers.

Hongkong and China Bakery Company, Limited

The Hongkong Brick and Cement Co., Limited

The Green Island Cement Co.-341 per share,

The Hongkong Electric Light Co., Limited-\$21

The Hongkong Steam Laundry Co., Limited-

The Hongkong High-Level Tramway Co.,

EXCHANGE.

Bank Bills, on demand2/9

Bank Bills, at 4 months' sight ... 2/10

Bank Bills, on demand3.51

Credits, at 4 months' sight3.61

On Demand224

Private, 30 days' sight722

VISITORS AND RESIDENTS AT

THE HONGKONG HOTEL.

Consul and Mrs. von

Mr. and Mrs. G. Lloyd

Loeper and maid.

Rev. J. M. Morton.

Mr. Henry Schlee.

Mr. F. E. Shean.

Baron Steinberg.

Mr. Geo. Turner.

Mr. L. G. R. Smilb.

Mr. P. N. Thompson.

Mr. & Mrs.J.J. Welcher.

Surg.-Major Robbins.

E. Palm.

Mrs. Robbins.

Credits at 4 months' sight.....2/101

Documentary Bills, at 4 months'

Limited-\$35 per share, sellers.

per share, sellers,

Company—\$46 per share, sellers.

Limited-\$971 per share, sellers.

\$5.25 per share, ex. div., seilers.

per share, sales and sellers.

per share, sales and buyers.

nominal.

nominal.

\$35, nominal.

share, seilers.

share sellers.

\$57, seilers.

\$8 per share, sellers.

per share, sellers.

sales and buyers.

sellers.

ON PARIS-

On India:-

ON SHANGHAI-

Mr: C. H. Allen.

Mr. T. Ammann.

Colonel Ardagh.

Dr. Burton.

Mr. G. C. Cox.

Mr. R. Bouncken.

Capt, Cunningham.

Mr. Geo. Fenwick.

Mr. W. P. Fish.

Mr. C. F. Focken.

Mr. Wood Fordick.

Mr. Thos. Howard.

Mr. J. F. Matthews.

Greenaugh. Mr. & Mrs. Hitchcock.

Mr. & Mrs. D. G. Mr. W. Tarn.

-\$65 per share, sellers.

-\$51 per share, sellers.

\$25 per share, nominal.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. & Mrs. W. Macbean. Mr. Beattle. children and nurse. Mr. S. T. Benjamin. Mr. and Mrs. S. V. Captain Benson. Mrs. Blackburne. Morgan. Mr. V. Morgan. Mr. Hart-Buck. Miss V. Morgan. Rev. R. F. Cobbold.

Mr. Chas. C. Malsch. Mr. Cochrane. Mr. H. F. Meyerink. Mr. and Mrs. C. Mrs. Nierop. Cohen. Mr. A. Ross. Mr. J. B. Coughtrie. Mr. C. Schwenke. Colonel Chauncy. Mr. Taylor. Mr. W. H. Gaskell Captain A. Tillet. Dr. Hirschberg.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Vorner Meyer.

Surgeon-Colonel H. F. Mr. Chaudet. Major Clayton. Paterson. Mr. and Mrs. Perkin. Mr. W. S. Harrison. Mr. Sparrow. Mr. Morton Jones. Mr. Strachle. Mr. V. Kolod. Mr. Geo. L. Tomlin. Mr. F. Maltland. Mr. W. R. Needham. Mr. David Wood.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer Natal, with mail on the 30th September, left Salg n on the 30th instant at 6 a.m., and may be expected here on or about the and proximo.

THE AMERICAN MAILS. The O. & O. S. S. Co.'s steamer Belgic, with mails, &c., on the 6th Instant, left Yokohama on Thursday the 27th instant, at daylight and may be expected here on or about Tuesday

to-morrow. The O. & O. S. S. Co.'s steamer Peru, with malls, &c., left San Francisco for this port, via Yokohama, on the 15th Instant.

The O. & O. S. S. Co.'s steamer Oceanic, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 25th instant. THE AUSTRALIAN MAIL;

The E. & A. S. S. Co.'s steamer Guthris. from Sydney, etc. left Port Darwin on the 24th instant, and may be expected here on the 3rd proximo.

THE INDIAN MAIL. The 'Apear' line steamship Arratoon Apear. from Calcutta, left Singapore on the 25th inst., and may be expected here to-morrow. THE CANADIAN MAIL

The Canadian Pacific Railway Co.'s steamer Empress of India, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong to-day at noon, and is due here on the 8th proximo.

STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer Saghalien left Shanghai on the 30th instant at 4 p.m., and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer Canton from Bombay, left Singapore on the 26th instant, and may be expected here on the and proximo. The Austrian Lloyd's steamship Maria

Valerie, from Bombay, left Singapore on the 26th instant, and may be expected on or about the and proximo. The D. D. R. steamer Niobs, from Hamburg,

lest Singapore on the asternoon of the 28th instant, and is expected here on the 3rd proximo. The Navigazione Generale Italiana steamer Bormida left Bombay on the 18th instant, and may be expected here on the 5th proximo.

CHINA COAST METEOROLOGICAL REGISTER.

30th October, 1892.—At 4 p.m.

STATION.

	~ 6.23 #				<u> </u>			
Wladivostock, Tokio,	10.76		****	N"	#0	***	***	
Nagamid	10.00	67	46 46	esë	•	Б.	***	
Amoy	20.11	76	L 7~)	në	•	Б	***	
Swarow	99.94	76	*** *** 50	E	*** *** *	ь. Б	## ## ##	
Victoria Yeak	99.96			SE .	.3	Б	, ,	
Holbow	#g.g5	84 78	40	NW .	- I	G '5',	***	
Halphong Bolinao	99.94 30.75 99.69	78	86	85W	7	0 0	: <u> </u>	
Cape St. James			144	1,,,	i.,,,,	1.***	<u> </u>	
31st October, 1892,—At 10 s.m.								
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STATION.	Berylle of Salah	Tempera	-Hundliky	Direct	Force.	Weather	Rein be
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Nagasaki	114150	***		144	444	***	1 222
Shanghai	*****	***		.444			Head
Foodsow	*****	***	444	- +++	114	***	999
AMOY	*****	***	1	***	***	#4	1.5
Anping			1	134	•••	•••	
Pwatow	******]		1	***	٠	444
Hongkong		75	20	N		8"	***
Victoria Peak		***		INNE	4.	1 ,	***
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Macao	L-940440 . E				1000	ì	
Hobow	*****		1	100		***	***
Helphong	99.00	66	8t	W	7	6	
Bolingo		So	74	N	5	Ç.	0.54
Manila			1	***	l	مَيْهُ	. ***
Cape St. James	******	1	1 ***	NE	14	' Ъ	***

At 20.40 a.m. on the 30th, the following notice was issued a "Typhoon appears to have recurved near northern Luson, and to have moved north-eastward." Orders were given to take down the Red Drum. Barometer rising slightly. Gradients moderate for north winds. Weather 1—clear, warm and very dry. (Issued

for north winds. Weather is—clear, warm and very dry. (Issued at 10.57 s.m.)

1—Becometer reduced to level of the sea in inches, tenths and handredths, s—Temperature is the shade in degrees, Fahrenhelt, p—Hemidity is percentage of saturation, the handlity of six esturated with moisture being soo. e—Direction of the wind to two points. 5.—Force of the wind soccating to Beautier scale, 6—State of the weather, 5 Bins sky, 5 Detached clouds, 6 Driesling rain, 7 Force, 2 Gloomy, 8 Hall, 5 Lightning, 6 Overness, 6 Passing showers, 7 Squally, 7 Rain, 5 Boow, 5 Thunder, 7 Visibility, on Downwell, 9—Rain in inches, beather and beautivedths. W. Dosence. Hongkong Observatory, 31st October, 1892.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date	On date at 4 p.m.
Berometer Temperature Humidity	99 04 78 50	30.06 75 90	90.00 74
Force	1 1 1 1 1 1 1 1 1 1	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	3.1 5 3.2
	mperature on	the joth	

Manghoug Observatory, 31st October, 1898.

HONGKONG TEMPERATURE.

(From Mesers, Geo, Palconer & Co.'s Liegister,) Barometer-4 p.m... Thermometer-q same name Thormometer-t p.m. Thermometer-4 p.m. Thormemeter-9 a.m. (Wet bulb) Thormanacer—t p.m. Thermometer—a p.m. (de Thermometer—Washnum Thermometer-Midman (over night)

Shipping.

ARRIVALS.

TACOB DIEDERICHSEN, German steamer, 710. Hundewardt, 30th Oct.,-Colombo 13th Oct., General.-Wieler & Co. SHERARD OSBORNE, British telegraph steamer,

876, C. O. Madge, 30th Oct.,-Cape St. James 19th October, Telegraph Cable.-E. E. Telegraph Co. NINGCHOW, British steamer, 1,735, H. L. Allen,

30th Oct ,-Liverpool 18th Sept., and Singapore 23rd Oct., General,-Arnhold, Karberg MORAY, British steamer, 1,111, Couche, 30th

Oct.,-Singapore 23rd October, General,-Dodwell, Carlill & Co. CHUSAN, German steamer, 623, W. Wendt, 30th Oct.,-Halphong 28th October, Rice and

General.-A. R. Marty. CHING-PING, Chinese steamer, 500, C. IR. Crowlle, 30th Oct.,-Tientsin 22nd Oct., and Chefoo 24th, Coals.-C. E. & M. Co. AJAX, British steamer, 1,477, Rawlings, 31st October,-Singapore 23rd October, General.

-Butterfield & Swire. Ningro, German steamer, 762, Lehmann, 30th October, -Canton 30th October, General. -Slemssen & Co.

CANTON, British steamer, 1,110, T. Seller, 30th October,-Canton 30th, General.-Jardine, Matheson & Co. FUSHUN, Chinese steamer, 1,504, Lancaster, 30 Oct.,-Shanghal 27th October, General.

AC. M. S. N. Co. FORMOSA, British steamer, 674, Hall, 31st Och -Tamsui 28th October, and Amoy 20th, General.—D. Lapraik & Co. PHRA CHULA CHOM KLAO, British steamer,

1,012, J. A. Morris, 31st Oct.,-Bangkok 21st Oct., and Koh-si-chang 23rd, Rice and General-Yuen Fat Hong. KWEILIN, British steamer, 1.088, Baxendale, 31st Oct.-Canton 31st October, General

-Butterfield & Swire. ASAGAO, Japanese cteamer, 1,521, H. Selck, 31st :Oct.,-Nagasaki 26th Oct., Coals.-

Mitsu Blshi Colliery. PROPONTIS, British steamer, 1,387, W. H. Farrand, 31st Oct.,-Java 22nd Oct., Sugar. -Arnhold, Karbero & Co. GLENEAGLES, British steamer, 1,857, J. Sommet, 31st Oct.,-Wuhu 27th October, Rice.

Jardine, Matheson & Co. CLEARANCES AT THE HARBOUR OFFICE.

Ningchow, British steamer, for Shanghai, &c. Hallan, British steamer, for Swatow, &c. Kunghai, Chinese steamer, for Shanghai. Canton, British steamer, for Swatow, &c. Breconskire, British steamer, for Nagasaki, &c. Swatow, British steamer, for Haiphong. Frejr, Danish'steamer, for Holhow, &c.

DEPARTURES.

October 30, Michael Jebsen, German steamer, October 30, Choysang, British str., for Canton. October 30, Whampoa, British steamer, for Shanghal.

October 30, Ocampo, British str., for Nagasaki. October 30, Fokien, British str., for Swatow, &c. October 30, Ask, Danish steamer, for Haiphong. October 30, Agamemnon, British steamer, for Singapore, &c.

October 30, Amigo. German str., for Salgon. October 31, Yungching, Chinese steamer, for PILOT FISH, British steamer, 161, A. Stopani. Shanghal.

October 31, Haitan, British str., for Swatow, &cc. October 31, Kwellin, British str., for Shanghai. October 31, Canton, British etc., for Swatow, &c. October 31, Kungpai, Chinese str., for Shanghai. October 31, Fushun Chinese str., for Canton.

PARRENGERS-ARRIVED.

Per Ningchow, str., from Liverpool, &c., for Hongkong.-Mr. Bernard, and 20 Chinese. For Shanghal .-- Mr. G. George. Per Chusan, str., from Haiphong.-8 Chinese. Per Moray, str., from Singapore. -63 Chinese. Per Ajax, str., from Singapore,-230 Chinese. Per Fushun, atr., from Shanghai.-Captain and Mrs. Newcomb and child, Captain Froberg,

and 53 Chinese for Hongkong. For Canton. 37 Chinese. Per Formosa, str., from Tamsul, &cc.-Mr. Schweiger, and the Normand survivors, _ Per Phra Chula Chom Klao, str., from Bangkok, &c.-Chevaller A. Pansa (Italian Ambassador to Peking), Major Baron von Steinberg.

Lieut. Martini, and 186 Chinese. REPORTS.

The German steamship Chusan reports that she left Halphong on the 28th ultimo. Had fresh north-easterly winds from port to port. The British steamship Sherard Osborne reports that she left Cape St. James on the 19th instant. Had strong monsoon and heavy sea with fine clear weather. The Chinese steamship Chingping reports

that she left Tientsin on the 22nd instant, and Chefoo on the 24th. Had strong north-cost winds and high sea from Turnabout to port. The British steamship Phra Chula Chom Klao reports that she left Bangkok on the 21st

instant, and Koh-si-chang on the 23rd. Had strong north to north-cast winds and heavy head sea to port. The British steamship Ningchow reports that she left Liverpool on the 18th ultimo. Had light

to moderate monsoon to latitude 150 west; thence to port had strong winds from north to north-east with a high confused sea. The British steamship Moray reports that she left Singapore on the 23rd instant. Had splendid weather, but on second day out got strong sind

and high sea from north-east with heavy raid, which continued until night before arrival here. The British steamship Ajax reports that she lest Singapore on the 23rd instant. On the 24th and 25th had light variable winds and fine weather. On the 26th and 28th had heavy rain and unsettled weather. On the 29th and 31st had strong monsoon with heavy confused sea." The Chinese steamship Fushun reports that she left Shanghal on the 27th Instant. Had-

light breeze and showery weather from Shanghal to Turnsbout, and from there to Lammocks had strong north-east winds and high sea. From Lammocks to port had moderate to light breeze and fine weather.

The British steamship Formosa reports that. she left Tamsul on the 28th instant, and Amoy on the 20th. From Tamsui to Amoy had fresh north-east winds. From Amoy to Namoa Straits had strong east-north-east winds and high sea : thence to port had mo lerate variable winds and fine weather. In Amoy the steamships E-sang, Talwan, Thales, Cheang Hock Kian, Velox, and Siam ..

Post Office.

A MAIL WILE CLOSK-

For Shanghal, Taka Mabe, and Yokohama.-Per Moray to-morrow the 1st November, at TT. TO A.M. For Yokohama and San Francisco.-Per

China to-morrow the 1st November at 0.30 For Shanghal.-Per Ningho to-morrow, the

1st November, at 3.40 P.M. For Amoy and Shanghal.—Per Ajax to-mor-

fow, the 1st Nov., at 3.30 P.M. For Swatow, Amoy, and Tamsul.-Per Formosa to-morrow, the 1st Nov., at 5 P.M. For Europe, &c., Adstralia India vid Madras,

and Mauritius.-Per Saghalien on Wednesday, the 2nd November, at TI A.M. For Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, and Victors, B.C. -Per Empress of China on Wednesday, the 2nd November, at

For Bangkok.—Per Chowfa on Thursday, the 3rd Nov , at 9 30 A.M. For Singapore, Penang, and Calcutta, -- Per

Wingsang on Thursday, the 3rd Nov., at 11.30

For Shanghal, Kobe, Yokohama, Victoria, and Tacoma.-Per Victoria on Thursday, the 3rd November at 11.30 A.M. For Europe, &c., &c .-- Per Sachsen on Monday, the 14th Nov., at 2.30 P.M.

SHIPPING IN HONGKONG

STEAMERS.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August,-Tacoma Y4th July, General,-Dodwell, Carlill & Co.

BENGLOE, British steamer, 1,183, R. Farquhar, 28th Oct.,-Moji 22nd October, Coals and General.—Gibb, Lichngston & Co.

BRECONSHIRE, British steamer, 1,648, Jackson, 28th Oct.,-London, and Singapore 20th October, General. - Dodwell, Carlill & Co.

CHARTERS TOWERS, British steamer, 1,905, A. Murray, 26th Oct.,-Kutchinotzu 21st Oct., Coals,-Mitsul Bussan Kaishia. CHINA, German steamer, 1,114, P. Voss, 28th

October, -Salgon 22nd October, General. -Melchers & Co. CHOWFA, British steamer, 1,057, C. Stonham, 24th October, Bangkok 17th October, General -Yuen Fat Hong.

CHINA, American steamer, 5,200, W. B. Seabury, 22nd October, -San Francisco 28th Sept., and Yokohama 17th, Mails and General. P. M. S. S. Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 10th Oct.,-Vancouver 18th Sept., Yokohama 3rd October, Kobe 5th. and Shanghai 7th, Mails and General,-Canadian Pacific R. Co.

FAME, British steamer, 117, Captain McIsal. -Hongkong Government tender.

FREJR, Danish steamer, 397, C. L. Strand, 28th Oct.,-Pakhoi 25th October, and Hoihow 27th, General,-Arnhold, Karberg & Co. INDEPENDENT, Germ in steamer, 1,125. J. Schall, 23rd Oct,-Mojl 17th Oct., Coal-Wieler ' & Co.

Kungpai, Chinese steamer, 706, Johnson, 29th Oct.,-Canton 29th Oct., General-C. M. S. N. Co.

OORIYA, British steamer, 419, J. M. Daly, 23rd May,-Singapore 16th May, General,-Butterfield & Swire.

-Hongkong and Whampon Dock Co. SWATOW, German steamer, 631, C. Bluge, 27th Oct.,-Mantung 22nd October, Salt.-A.

-R.-Marty.---TAILEE, German steamer, 828, Calender, 1st Oct.,-Kobe 25th Sept., Coals.-Meyer

TEHERAN, British steamer, 1,671, C. H. J. Tocque, 26th Oct., -Bombay 3rd Oct., and Singapore 18th Oct., General,-P. & O. S.

VICTORIA, British steamer, 1,991, John Panton, R.N.R., 20th Octa-Tacoma 28th Sept., Yokohama 20th Catoher, and Kobe 23rd, General.-Dodwell, Carlill & Co.

WINGSANG, British steamer, 1,517, A. de St. Croix, 28th Oct.,-Calcutta 8th October, Penang 17th, and Singapore 20th, General. -Jardine, Matheson & Co.

SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, and Oct.,-New York 7th May, Kerosene Oil.—Reuter, Brockelmann & Co. Else, German ship, 1,375, H. Bremers, 15th

August,-New York 3rd April, Petroleum.-Arnhold, Karberg & Co. ERLKORNIO, Chinese bark, 457, OpiumExamination hulk, Stonecutter's Island.-Chinese

Customs. E. Soule, American bark, 1,443, Ballard, 14th Sept.,—Newcastle (NS.W.), 23rd July, Coals.

- Geo. R. Stevens. ISAAC REED, American ship, 1,489, F. D. Waldo, 14th August,-New York 4th April, Kerosene Oli.—Reuter, Brockelmann & Co.

JESSANDA, German bark, 883, A. Oesselmann, 21st Sept ..- Hamburg 29th April, General. -Arnhold, Karberg & Co. J. Y. ROBBINS, British schooner, 178, Crooby.

11th Sept.,-New York 10th May, Petroleum.-Order. NAM-SHUK-SHING, Chinese schooner, 300, Luk Lai-tong, 24th August,-Yeo-on 11th Aug-

Timber,---Yung Kee. PENSHAW, British bark, 727, Wood, 2nd Oct.,-Calanag 22nd August, and Canaga 19th Sept., Timber,—Gibb, Livingston & Co.

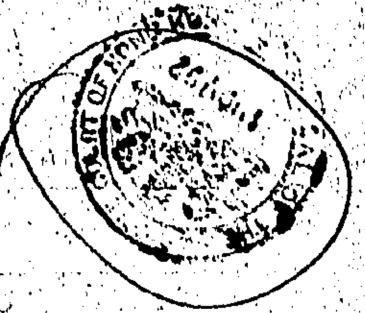
SACHEM, American ship, 1,330, Wm. H. Gould, 29th Sept .- Now York 24th May, Oil .-Shewan & Co.

SANTA CLENA, American ship, 1,474, R. W. Fuller, 14th Sept.,—New York 23rd April, Kerosene Oll,-Jardine, Matheson & Co. SANTA CRUZ, American schooner, 92, H. W. Banke, 20th Oct, put back, General, Wieler & Co.

Printed and Published by ROBERT FRASER SMITH, No. 6, Podder's Hill, fin the city of Victoria, Hongkong.



delentan.



No. 3286

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Subscribed Capital...... 500,000 HEAD OFFICE :- HONGKONG.

Court of Directors:-ChowTung Shang, Esq. D. Gillies, Esq. W. Wotton, Esq. ... Chan Kit Shan, Esq. Kwan Hoi Chuen, Esq. C. J. Hirst, Esq.

Chief Manager, , GEO. W. F. PLAYFAIR. ADVISORY COMMITTEE IN

LONDON :-THOMAS-GARMICHARL, Esq. -- Messrs. Dent, Palmer & Co. JOHN BUTTERY, Esq.—Messrs. John Buttery &

C. B. STUART-WORTLEY, Q.C., M.P. GEO. MUNRO, Manager.

BANKERS:-Paris Banking Co., and The Alliance Bank (Ld.) The Commercial Bank of Scotland. Yokohama-D. FRASER, Manager. Shanghal-C. J. GALLOWAY, Manager.

Amoy-J. Anderson, Manager. CURRENT ACCOUNTS opened. received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent. CURRENT ACCOUNTS For Rates of Interest for other periods apply

to the Manager. Hongkong, 18th May, 1892. NEW ORIENTAL BANK CORPORATION.

LIMITED.: (In Liquidation.) NOTICE TO CREDITORS.

LAIMS on the HONGKONG BRANCH must be sent to the Undersigned. Forms may be had on application. E. W. RUTTER.

Attorney for the Liquidator Hongkong, 24th August, 1892.

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.

ANNUAL INCOME...... 900,000 Stg. BOARD OF DIRECTORS, SHANGHAI:

AUGUSTUS WHITE, Esq. F. H. BELL, Esq. JAMES L. SCOTT, Esq.

NEIL MACLEOD, Esq., M.D., Medical Officer. W. T. PHIPPS, Esq., Chief Agent. AGENCIES Amoy-Messis, Brown & Co.

Canion-Messrs. Rowe & Co. Chefoo-Messrs. Cornabe & Co. Foochow-Messrs, Phipps, Phipps & Co. Hankow-Messrs. W. Forbes Sharp & Co. Kobs-Messrs. Browne & Co. Nagasaki-China & Japan Trading Co., Ld. Newchwang-Messrs. Bandinel & Co. Ningho-Gustav Kultzan, Esq.
Peking-Dr. Dudgeon, Medical Officer. Swatow-Messrs. Bradley & Co. Tientein-Messrs. Wilson & Co.

Yokokama-Messrs, Fraser, Farley & Co. The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management. DODWELL, CARLILL & Co.,

Agents, Hongkong, Standard Life Office. .679-5] GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS. Lo Yeur Moon, Esq. LEE SING, Esq. LOU TEO SHUN, Esq.

MANAGER.--HO AMEI. MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the

HEAD OFFICE, 8 &: 9, PRAYA WEST. Hongkong, 17th December, 1884 NOTICE.

THE MAN ON INSURANCE COMPAN LIMITED.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES ON GOODS, &c. Pelicles granted to all Parts of the world payable at any of its Agencies."

WOO LIN YUEN, S cratery." HEAD OFFICE No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st Fobruary, 1882. THE SINGAPORE INSURANCE .COMPANY, LIMITED,

A PPLICATIONS for the post of SECRETARY, which will be VACANT towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE Business is

Singapore, 14th July, 1892.

KING WO CHEONG. COAL MERCHANTS, SHIP'S: COMPRA-DORES, STEVEDORES, &c.

Have tot Sale a cargo of AKAIKI, COAL, Tapaci, ex S.S. "BENGLOE" MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI

COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever

For full particulars as to price, &c.;

KING WO CHEONG Ma. 33, Praya Central:

entimations.

NOTICE.

A LL Persons having CLAIMS against the Estate of the late Lieut. G. G. BOYLE, ROYAL ARTILLERY, are requested to forward them to the Undersigned before the 22nd November, 1892, after which date no Claims will be received.

S. G. F. SELFE, Major, R.A.,

President Committee of Adjustment. Hongkong, 22nd October, 1802.

NOTICE. T BEG to inform the Residents of HOMOKONG, KOWLOOK and OUTPORTS that this Office will ENGAGE SERVANTS for them without.

Any Servants engaged through this Office will have Security, etc. For further particulars, apply to.

J. T. COTTON, Commission Agent, 2, Duddell Street.

Hongkong, 6th October, 1892.

NOTICE.

T MESSRS. KELLY & WALSH, LIMITED. IVI have been appointed SOLE AGENTS in SINGAPORE and the STRAITS SETTLEMENTS for "The Hongkong Telegraph" and "Hongkong Directory and Hong List for the East," and are authorised to collect all Accounts for these publications.

R. FRASER-SMITH, Editor and Proprietor.

Hongkong, 8th October, 1892. MESSAGERIES FLUVIALES OF COCHIN-CHINA, SAIGON.

EXCURSIONS TO THE RUINS OF ANGKOR-WAT.

IN order to facilitate Excursions to the Monuments of ANGKOR-WAT, the Messageries Fluviales Company will issue, until the middle of December next, special return tickets between SAIGON and ANGKOR at the reduced price

The Company will provide Boats and Carriages as far as Angkor; also board during the stay there, without extra charge. The Steamers leave Saigon every Tuesday

evening, arriving at Pnom-Penh on Thursday. They will leave Pnom-Penh on the Friday morning, reaching Tiem-Reap, Angkor entrance,

Excursionists will have three days to visit the Monuments; they have to be back to the Steamer on Monday, at 2 P.M. The Steamer arrives at Phom-Penh on Wed-

nesday, remaining there until Friday morning which allows travellers to visit the capital of Cambodia, and to be back in Salgon on Saturday, that is to say, Eleven days after their departure.

SAIGON.

THE WORKS OF THE MESSAGERIES FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF KINDS BUILT AND REPAIRED. IRON AND BRASS FOUNDRY-WORK DONE.

PORTIONS OF ENGINES OR MACHINERY DUPLICATED. Turning and Fitting-Values, Cocks, &.c.

RIGGING AND TACKLE Buildings and Workshops ERECTED, REPAIRED, AND MAINTAINED.

VERY description of Mechanical Work TARA-RA-BOOM-DE-AY-(SONG). Undertaken. Execution prompt and accurate, at most moderate prices. All kinds of Materials, Implements, and Stores supplied. CARDIFF COAL always in Stock.

TAKLEMA COLLIERIES COMPANY.

THIS Company having appointed the Undersigned AGENTS for their Coal, CAPITAL, TAELS 600,000, \$833,335-35 (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on

Copies of Reports and Analysis to be seen in the Office of the Undersigned. CHEE ON & Co., -Solo Agents, --

Nos. 21 & 22, Lee Yuen Street, East. Hongkong, 26th September, 1892.

THE MIKE COAL MINING COMPANY

THE MIKE COAL IS & BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned :-

FRESHNESS of the coal. UNIFORMITY of quality. FREEDOM from imparities.

Supply in any quantity on shortest notice: Quick despatch. BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA Sole Agents.

SAT-PANG COALS.

THE Undersigned begs to inform the Public as Agents in Houghong for the Sale of the SAI-

KONOMI TAKASUKE Owner of the Hondo Coal Mines. THE the Undersigned are ready to supply COALS of the above Mines, weight and

HYDRAULIC ASCENDING ROOMS of the latest quality gaventeed, in any quantity with the quickest dispatch.
HOP-WG-1-QONG,

Agents for the Hondo Coal Mines, Nos. 16 & 17, Praya Central, Hongkong, 20th August, 1892. [855

POBER 31, 1892.

LANE, CRAWFORD & CO.

Intimations.

FOR SALE.

Hangkong, 12th October, 1892.

DLACK GUT TENNIS BATS. SLAZENGER'S "DEMON" TENNIS BATS. AYRES' "CHAMPIONS HIP" and "WIMBLEDON"

TENNIS BALLS. COBBETT'S CRICKET BATS, DUKE'S CRICKET BALLS, A FULL STOCK OF CRICKETING GEAR OF EVERY DESCRIPTION.

DOUBLE-BARRELED FOWLING PIECES, ... ELEY'S CARTRIDGES, SHOOTING and SPORTSMEN'S SUNDRIES

LARGE SHPMENTS OF

GOODS IN ALL DEPARTMENTS.

LATEST-SPECIALITIES SELECTED-BY-OUR-OWN-BUYER.

W. POWELL & CO.

18, Praya Central, Hongkong.

Picturesque India, by W. S. Calne.

Correct Guide to Letter Writing.

Zonulre Within upon Everything.

Mr. Punch's Model Music-hall.

Prait's To the Snows of Tibet through China.

Everyday Chemistry, by A. Sibson.

Houskone, 29th October, 1892. CARMICHAEL & Co., LD

CHRISTMAS AND NEW YEAR CARDS, CHINESE. &c. &c.

FOWLING PIECES and AMMUNITION. CARMICHAEL & CO. LTD.

Hongkong, 20th October, 1892.

KELLY & WALSH

CPON'S Engineers' and Contractors' Price A Recoiling Vengeance, by Frank Barrett. J List. Hutton's Works-Managers' Handbook. Dixon Kemp's Manual of Yacht & Boat Sailing. lean's Nautical Astronomy and Navigation. Discoveries and Inventions of the 19th Century. From the Arctic Ocean to the Yellow Sea, by

Julius M. Price. Extraterritoriality: the Law of Consular Jurise Indian Clubs, by Lemaire.

Cheap Editions of Mrs. F. H. Burnett's works.

KELLY QUEENS Hongkong, 20th October, 1892.

Ta-ra-ra, Up to date. Ta-ra-ra, Polka.
Sheard's Comic Annual, '93. Howard's Dance Annual, '93. Enoch's Dance Annual, '93. Tuckward's Dance Annual, '93. Maynard's Comic Annual, '93-St. James' Dance Annual, '93.

Francis Day's Comic, '93

Mohawk Comic, '93.

New Violin Music.

Hongkong, 14th October, 1892.

SEASONABI NOW SHO

NOVELTIES IN ALL SOME VERY CHEAP LINES IN THE DRAI A LARGE DISCOUNT FROM

Hongkong, 26th October, 1802.

TELEGRAPHIC ADDRESS, "Kremlin "-

PROPRIETORS......THE HONO

THE HONGKONG HOTEL the most commo A .. affords unequalled accommodation to travell the town, opposite the General Post Office and the (the principal landing stage of the Colony) and in The HOTEL STEAM LAUNCH conveys passenge

THE TABLE D'HOTE; at separate tables, is a PANG COALS of the HONDO COAL MINES, THE BED-ROOMS, with adjoining Bath-rooms The Reading, Writing and Smoking Rooms, Ladies BILLIARD ROOMS (Six English and America A handsomely appointed GRILL ROOM, where can adjoins the HOTEL and is under the same Man The WINES & SPIRITS are selected by an Exper

and baggage from the Hotranco Hall to each of NIGHT PORTERS and WATCHMEN as

Hongrong, 33th Fobruary, 1894.

Intimations.

THE JELEBU MINING AND TRADING COMPANY, LIMITED.

A DIVIDEND of to PERCENT, for the Halfyear closing 21st August, 1892, having been declared, COUPON No. 5 is payable at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, in Hongkong and Singapore on and after TO-DAY, as follows :-

Lit A for 50 Shares with\$25.00 5,2,5, 5, 5, 5, 5, 2,50 HUTTENBACH BROTHERS & Co., General Agents.

Singapore, 17th October, 1892. THE NEW IMURIS MINES, LIMITED.

NOTICE. CHARE CERTIFICATES of the above Company can now be issued in exchange for the Certificates of the IMURIS MINES, LTD and the receipts for Money pald upon application for shares in the NEW IMURIS MINES LIMITED.

WHEELEY,

Hongkong, 26th October, 1892. IN THE SUPREME COURT OF

HONGKONG. PROBATE JURISDICTION. IN THE GOODS OF THE LATE TANG LOK,

VICTORIA. by the Grace of God of the United Kingdom; of Great Britain and Ireland, Queen, Defender of the Faith, to all the next of kin of TANG LOK, late of Victoria. in the Colony of Hongkong, Contractor, Deceased.

TYPEREAS it appears by an AFFIDAVI of HENRY JAMES HOLMES, of Victoria, in the Colony of Hongkong, sworn on the 6th day of October, 1892, and filed in this Court that TANG LOK, late of Victoria aforesaid, lied on the ard day of June. 1887, at Victoria, aforesaid, Intestate, leaving TANG HO SHE his secondary wife, TANG TUNG SHANG his second son, and TANG YUNG MAU the only child of the late TANG SHAU SHAN the third son of the said TANG LOK, and TANG CHANG SHI widow of the said TANG-SHAU SHAN, and the husband and children of A-HA a daughter or adopted daughter of the said TANG LOK his next of kin or reputed next of kin. And whereas it further appears by the said Affidavit that the said HENRY JAMES HOLMES is the Solicitor and Proctor of the said TANG CHANG SHI Guardian of the said TANG YUNG MAU one of the next of kin of the said deceased. Now this is to command you that within at days from the date hereof you do cause an appearance to be entered for you in the said Court in its Probate Jurisdiction and accept or refuse the Leiters of Administration of all and singular the personal estate and effects of the said deceased or show cause why the same should not be granted by authority of our said Court to BRUCE SHEPHERD, the Official Atiministrator. And take notice that in default of your so appearing and accepting and extracting the said Letters of Administralon the Judge of the said Court will proceed o grant: Letters of Administration of all and ingular the personal estate and effects of the aid deceased to the said Official Administrator

our absence notwithstanding. Dated the 20th day of October, 1892, in the lifty-sixth year of our reign. BRUCE SHEPHERD. Acting Registrar

and Official Administrator. HE NORTH AUSTRALIAN BUTCHER-ING COMPANY, SINGAPORE.

THIS Company butchers only AUSTRA-LIAN CATTLE (200 head arrive monthly y their Steamer "DARWIN"), and they now apply Steamers with their sea-stocks, &c. of USTRALIAN FRESH BEEF at the same rice as Native Beef.

Orders, either for carcasses or smaller cantities, will receive immmediate execution, nd may be sent through Dubashes (i.e. Ships (ompradores) or direct to any of the given idresses. SK FOR AUSTRALIAN MEAT AND SEE

THAT YOU GET IT. FFICES-3A, Raffles Place, Singapore ; Telephone No. 113. UTCHERING ESTABLISHMENT—Orchard Road Telephone No. 184.

LATTLE CAMP-New Harbour; Telephone No.

Singapore, 1st September, 1892. PIANOS, ORGANS.

MUSICAL INSTRUMENTS OF ALL KINDS

BY THE BEST ENGLISH AND FOREIGN MAKERS.

OR SALE, HIRE, OR ON THE EASY PAYMENT SYSTEM. . Illustratea Catalogues free.

MOUTRIE,

MUNDER HONGKONG HOTEL) HONGKONG.

LL our PIANOS are made Specially for us i Iron Frames, Check Action, Full Trickerd Md Cases, and are beautiful in Tone and

RRPAIRS A SPECIALITY. PRIVATE BOARD AND RESIDENCE, "GIRNFALY BUILDINGS."

(Nat. 18 and 14, Wyndham Street.) TRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS. Accommodation for TABLE BOARDERS, longiong, 4th July, 1892.

SIX DOLLARS

PER QUARTER

Auctions. PUBLIC AUCTION

VALUABLE, PHOTOGRAPHIC APPARATUS, CHEMICALS, APPLIANCES

THE Undersigned has received in ructions to Sell by PUBLIC AUCTION,

SATURDAY, the 5th November, 1892, Commencing at 2.30 P.M. at his SALES ROOMS, Duddell Street THE ENTIRE

STOCK-IN-TRADE OF THE WELL KNOWN PHOTOGRAPHIC BUSINESS OF MESSRS. HOPKINS & Co.

Comprising :--CAMERAS, ENLARGING LANTERNS DALLMEYERS, LANCASTER'S and ROSS'S BURNISHERS, FILMS, INSTANTANEOUS & GUERREY'S Single and Double Shutters, VIEW FINDERS ALFORD'S. EDWARDS' and other INSTAN-TANEOUS PLATES of every DESCRIPTION DEVELOPING DISHES, PRINTING FRAMES, PLUSH FRAMES. CABINET and CARD MOUNTS, BROMIDE, ALPHA and other PAPER, BRONZE, SILVER and GOLD POWDER, ALBUMS, &c., &c.

A LARGE QUANTITY OF PHOTOGRAPHIC CHEMICALS of every DESCRIPTION and PHOTOGRAPHIC SUN-

The GOOD WILL OF THE BUSINESS together, with all the negatives connected there-

A QUANTITY OF SHELVES. COUNTERS, OFFICE and SHOP FURNITURE and FIXTURES. Catalogues will be issued previous to the Sale," and the above will be on view from Thursday

TERMS OF SALE-Cash on delivery. GEO. P. LAMMERT.

Hongkong, 29th October, 1892.

Shipping.

STEAMERS. "SHIRE" LINE OF STEAMERS. FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

THE Steamship

"DENBIGHSHIRE," Captain Vyvyan, will be despatched as above on or about FRIDAY, the 4th November, instead of as previously advertised. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Hongkong, 24th October, 1802. "MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship Captain Scotland, will be despatched as above on or about MONDAY, the 7th November. For Freight or Passage, apply to

DODWELL CARLILL & Co., Hongkong, 25th October, 1892.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY. FOR SYDNEY AND MELBOURNE. (Taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"AIRLIE," Captain Ellis, will be despatched for the above Ports, on-TUESDAY, the 8th November, a

This well-known Steamer is specially fitted

for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 27th October, 1892.

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL THE Steamship Captain Pinkham, will be despatched as above Port on or about the 17th November.

For Freight or Passage, apply to SHEWAN & Co., Hongkong, 26th October, 1892.

SAILING VESSELS.

"FOR NEW YORK." THE 3/3 L. I. I. British Ship

"J. Y. ROBBINS," Crosby, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

SHEWAN & Co. Hongkong, 3rd October, 1802.

Consignees. "SHIRE" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S. S. "BRECONSHIRE," FROM HAMBURG, ANTWERP, LONDON AND STRAITS CONSIGNEES of Cargo are hereby informed that all goods are being landed at their

risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. Optional cargo will be forwarded unless notice

to the contrary be given before 3 P.M. TO-No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Nov. will be subject

All claims against the Steamer must be presented to the Undersigned on or before the 4th. Nov., or they will not be recognised. All broken, chafed, and damaged Goods are to. he left in the Godowns, where they will be examined on the 4th Nov. at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL CARLILL & Co., Hongkong, a8th October, 1892.

TATE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 Prize MEDALS and CERTIFICATES of MERIT.

In 189 competed and won, against FOUR of the most famed Belfast makers.

The Analyst's report !-"It is of unexceptionally good quality." "Particularly pleasant to the taste."

> "Decidedly tonic and sustaining." "In every respect most satisfactory," ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD. Victoria Dispensary, Queen's Road Central Hongkong, 17th October, 1892.

A. S. WATSON & CO., LD.

SEEDS.

OUR SECOND and LAST SHIPMENT for this Season of VEGETABLE and FLOWER SEEDS having arrived we strongly advice customers in order to prevent disappointment) to book their orders at once for all Seeds required for late towing.

This Shipment contains many NEW KINDS highly recommended for this climate.

FERMINGERS.

MANUAL OF GARDENING -FOR-THE-TROPICS-

This, work is alike interesting to the student of botany and practical Gardener and comprises a large number of Plants which for the convenience of reference are arranged in separate groups and are headed with their ordinary and botanical names. The cultivation of FLOWERS, VEGETABLES, FRUIT TREES, &c., is practically dealt with and PRUNING GRAFTING and MANURING throughly Ningpo, is going home on a year's leave. Mr. explained.

Price \$6.50.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby alding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10'bs. each...\$1.50. 281bs, ,, ...\$4 00. Bed Special quotations for large quantities.

RANSOME'S NEW PARIS LAWN MOWERS.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841. Hongkong, 15th October, 1802.

\$17.00 cach.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Honghous Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "Th Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for

publication; but as evidence of good faith.

At 6, Yangtzo-poo Road, on the 23rd October, the wife of W. ORTWIN, of a son.

Mongkong Melegyaph.

HONGKONG, MONDAY, OCTOBER 31, 1892.

TELEGRAMS.

SHANGHAI RACES. (By Telegram.)

SHANGHAI, October 31st. First day's winners :--

MALOO PLATE, ball a mile. Tentonic CRITERION STARE, one mile.

Majestic 2 MAIDEN STAKES, three quarters of a mile. Becswing 1

RACING STAKES, one mile and a half. JOCKEY CUP, one mile.

Donattieren I CLUB CUP, two miles. Boysil

SYCKE STAKES, one mile and a quarter. HACK STAKES, once round.

WHAMPOA STAKES, one mile and a half, Fleur de Rost.,.........

LOCAL AND GENERAL.

H.M.S. Alderity and the U.S.S. Marion were at Chefoe on October 21st.

THE Steambost Co.'s"grand old an boat Powan steamed over to Kowloon Doc

THE cable steamship Sherard Osborne, Capt. C. O. Madge, arrived here from Cape St. James this morning.

THE returns of the number of visitors to the City Hall Museum for the week ended Oct. 30th. are :- Europeans, 281; Chinese, 1,616; total

THE Russian steamer Nijel Nongored, with 350 emigrants (1) on hoard for Viadivostock, had

THE German flagship Leibzig left Woosung for this port on the 24th inst., and we understand she will probably go into dock for some necessary

IT occupied the barque Schastian Back no less than twenty-one days to go from Amoy to Foochow. We fancy this must be a record for that voyage.

We are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer Natal, with the next French mail, left Salgon vesterday at 6 a.m., for this port.

THE appointment of Mrs. Christina Davis to be assistant misticss of the Government Central School for girls, as from April 14th last, Is notified in the Government Gauette of October 201b.

A REGULAR meeting of the Victoria Preceptory. will be held in Freemasons' Hall, Zeiland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited to attend

SATURDAY'S Gasette notifies that his Excellency the Governor has recognised Mr. L. von Loeper as in charge of the German Consulate at this port, pending the arrival of the Queen's

IT is reported in Shanghai that the arrangement recently arrived at by the China Navigation, similar rates.

THE Canadian Pacific Railway Co.'s Royal mail steamer Empress of India, Captain O. P. Marshall, R.N.R., arrived at Yokohama from Vancouver yesterday, and left at noon to-day for this port, win Kobe and Shanghal.

-According to a notification in the Government Gazeite, 3,057 gallons of proof spirits were manufactured at the East Point Sugar Refluery during the quarter ended the 24th October. Rum ought to be cheap in the colony this winter.

Ar the annual meeting of the members of the St. Andrew's Society of Shanghal, held at the Masonic Club there on the 24th October, it was unanimously decided to celebrate St.: Andrew's Day by a Ball, to be held in the Astor House.

WE note that Mr. H. A. Glics, British Consultat P.F. Hauss r will act for him during his absence, and Mr. N. J. Tratman, returning from leave, will take Mr. Hausser's place at Shanghai.

MESSES. Nistad and Herness, the two survivors of the ill-fated Norwegian steamer Normand, arrived here from Talwanfoo by the Douglas Co.'s steamer Formosa this moining. A fell descriptive report of their experiences will be found in another part of this issue.

THE North-east monsoon seems to have been just 'one too many ' for the last typhoon signalled as being east of the colony on Saturday. It couldn't fetch up in Hongkong worth a cent, but, on the contrary, has had to draw its horns in and go romping along away to the north-east

CHEVALIER PANSA, the Italian Minister to China and Siam, seturned from a special mission to the capital of Chulalongkorn's dominions by the Phra Chula Chom Klao, Capt. J. A. Morris, this morning, -- His-Excellency is accompanied by Lieut. Martin, attacht, and Major Baron von Starnburg.

When the pugillatic thumper isn't thumping. isn't thumping. Nor a-fleeing from the minions of the law,

Of the law. Porter humping.

He loves to keep the young reporter humping, A-taking down the output of his jaw, Of his law.

THE 92-ton schooner Santa Crus, Captain H. J.

Raade, put back to Hongkong on Saturday afternoon last after vainly attempting to reach Yap (the Careline group) with, a full general cargo consigned to "King" O'Keele. The Santa Cruz sailed from Hongkong on the 13th September and had the misfortune to encounter three typhoons, during one of which it became necessary to cut away the fore and main masts owing to the little vessel being on her beamends through the cargo shilling. Several leaks were also sprung on the 20th September, and from that date until arrival in port the crew, numbering 16 hands, were almost continuously at the pumps. At one time their task of keeping the ship affoat seemed hopeless, for the sea gained on them until there was fully five feet of water in the hold. Their fresh water supply, too, ran short owing to the seas smashing the water kegs, so that for several days all hands were obliged to subsist on beer, spirits and "hard tack." After a tiemendous battering In terrific seas the position of the ship was at last fixed on the 12th lastant, and a course was then shaped for Calayan Island, under the les of which the vessel anchored close to the village St. Bartolemy. Here fresh water and provisions were obtained as well as new masts with which to replace the jury-masts which had been erected a few days prior to arrival in the Ballatang Channel, On the 24th the Santa Grun was ance more fairly ready to do hattle with the raging main, so her snow-white wings were spread to a fresh breeze, a course being set for Hongkong, which haven of refuge, as above stated, was reached on the noth instant. That this small vessel should have lived though such a succession of circular storms, or even one of them, and been brought rafely into post, speaks volumes for the able seamanship and indomitable pluck of her Captain, officers and crew, who would appear to have saved the ship and their own lives by almost superhuman excitions and an exhibition of skill rarely equalled in the annals of tales of ses, astounding as many of them are, The Santa Crus is a remarkably staunch little vessel which, after a rect in this port, will make a fresh attempt to fetch you, and it is to be hoped that she will in due time , each that faraway island and her regal owner without further misedventure of any kinds

In this issue we publish detailed reports of the cruise of the Sin Talways in the Pescadores and the voyage of the Douglas stramer Formosa. Capt. T. Hall, which was sent to search for the former versel and the survivors of the Normand who were cast away on Pa-chau Island.

SEVERAL severe squalls passed over Koh-sichang a few days ago, says the Bangkok Times of October 10th 2 one of them tore all the metal off the roof of the landing-singe, and another capsized a fishing-boat. Capt. Vil, of the Theon Kramom, sent a boat to the rescue of the occupants with commendable prompittude, and saved

THE Siam Free Press of Oct. 18th says:-"The Burman Prince, Meng Sai, who caused considerable trouble to the Slamese in Chiengmai by arming and exciting the people to rebellion, is about to be released from prison. He has been to put in at Woosung on the 25th inst., short of confined in a Bangkok gaol since his capture, and it may taken for granted that he leaves hi prison but to die."

> MAILS Duc :-Indian (A. Abcar) to-morrow. Shanghal (Saghallen) American (Belgic) and proximo. French (Natal) Bombay (Canton) Bombay (Maria Valerie) 2nd Australian (Guthris) Bombay (Bormida)

Canadian (E. cf. India) In the "Dead Letter" list in Saturday's Gazette This letter doubilets missed his lordship, who not know whether it was an assumed name or full extent of what had happened to the Bokhara. was en route to New Zealand to assume the ino') probably paid for it without knowing how will take the hint !

A CORRESPONDENT writes that the Peak the defendant rather than to the plaintiff on this Tramway management has evidently been point. He tells me he is still of the same opinion, experimenting with the wire cable and not and thinks he should still arrive at the same with very satisfactory results. Owing probably conclusion as when the case was first before to too much allowance being made for stretching, him. He has exercised in this matter, as in a the rope is somewhat deficient in length, and the great number of other matters, the functions of by saying that "the Chen-tal has treated car, instead of running into the station, stops in jury, and I think if, this question was left to a nearly opposite St. John's Place, so that passen-Hury, and the jury had found in favour of the gets have to walk along the line to get into the diesendant, the finding would not have been China Merchants and Indo-China Steamship roadway. Our correspondent; who is a most listurbed on appeal. Therefore I am of opinion Companies only refers to their all charging facetious "cues," suggests that the stations hat this application must be refused, and my should be placed on wheels to remedy the carned friend agrees. present defect.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

October 31st

THE MISSING TREASURE CASE. In the sult brought by Messrs. Marty & against Chau Yu-chi, compradore of their chartered steamer Swatow, to recover \$700, the value of a consignment of treasure which was wrongly delivered and fell into the hands thleves at Halphong, Mr. Francis, Q.C., instructes o by Mr. Wilkinson, applied on behalf of defendar for leave to appeal against the decision of the Acting Pulsne Judge, which was in favour of the been attended with serious loss of life. plaintiff. Mr. Phillippo, instructed by Mr. -Hastings- (Wilton-and-Deacon) -was for the

respondent After considerable discussion, leave granted.

THE ROWLOON CITY LAUNCHES. 15-Application was made by the owner a launch running to Kowloon City, for leave to appeal against the finding of the Acting Pulsne Judge in a dispute as to the amount due from the

chartered to run daily to Kowloon City: defendant got a permit from the mandarin; the launch was returned to plaintiff, and the permit handed to him in part payment of charter money. The Chief Justice said :-- We think that there should not be leave to appeal in this case. It ir, as Mr. Francis says, a question of the credibility | confused high seas like, the proverbial of two witnesses—the plaintiff's accountant on the one hand and the defendant on the other. There is no doubt the charter-party was modified by a verbal agreement of some sort, and the question is, as it was before the Judge in the Summary Court, what that verbal agreement was. According to the plaintiff's story, he agreed to pay defendant \$25 amonth for the permit | miseries, anchoring in Dome Bay (at the back of but according to the defendant plaintiff agreed | Makong) at about 7.30, p.m. after a run of 9 or to pay or give credit for \$500, as the price of 10 hours, ready for rest, and highly pleased with suggested that it was much more likely that morning Capt. Vosteen got under way and we they would have agreed to pay \$25 a month, finally cast anchor in Makorg Inner harbour appears the name of the Earl of Glasgow, a but I am not prepared to say that it is necessarily at about 10 o'clock. The Consuls immediately letter for that nobleman having been returned more likely. The defendant, or whoever went on shore and interviewed the official governorship of that colony, and the Colombo long it would hold good (as it turns out to have Postmaster apparently hadn't the sense to been dependent on the tenure of office of the forward it on to Wellington, N.Z., where it Kowloon mandarin) and it seems to me probable would have reached its destination safely or at any rate quite possible that the plaintiff enough. Perhaps our local Acting Postmaster may have agreed to take the same risk. Anyhow, the learned Judge had the benefit of seeing the two witnesses before him, and he gave credence to

TWO MORE TOTAL WRECKS.

MacMillan, of the Nippon Yusen Kalsha steamer about 10 or 12 miles from Makong and we. MacMillan picked up the Captain and part having no idea that a second tragedy had been the crew of the British ship Greina, enacted. ound from Cardiff to Hongkong, which and been wrecked on October 25th on om the telegram received from Salgon has come to hopeless grief on these dangerous ocks, and we sadly fear that the wreck has knowledge had written a letter to the Chen tai sea and got hold of him he could never have

tons net, built by Messrs, R. Duncan & Co. at Port Glasgow in 1883, and owned by Mr. T.C. Guthrle of Glasgow. She was 264 feet 9 inches 23 feet 4 inches. On this disastrous voyage the Greing had a full cargo of Cardiff coal for the would probably number about forty, all told:

from Java, reports as follows :-with topmasts above water. She lies right in Position-Lat 6 deg. 401 min. South, Long 10 deg. 57 min. East .- (Signed) WM. H. FARRAND,

THE DOUBLE DISASTER OF THE PESCADORES.

(From our Special Correspondent.) Taiwanico, 26th October, 1892.

You are, of course, well posted by this time as to all that happened in connection with the deplorable Bokhara wreck, and have doubtless heard of the previous disaster only now known, the stranding of the Normand, a Norwegian steamer; on the evening of Sunday the 9th October, at a spot only a few miles to the South and West of that where the following night the ill-fated mail steamer strock.

disaster, I have succeeded, through the courtery of one of the gentlemen on board the Sin Taiwan, in securing a copy of a report which he drew up, as also copies of statements made by the two surviving members of the Normand's crew. Both of these I append and as they are pretty lengthy documents I will do no more than state that seports which reached us on the 13th by junk from the Pescadores ied To fears of the lost steamer being other than a P. and O. liner. These reports described the wreck as being that of a "large white-painted steamer, bound from Shanghai to Hongkong, laden with silk," and this, if true, of course could only have pointed to one of the German these suppositions—turned out to be accurate the reality was none the less shocking; been attempted to secure reverent treatment of the remains of their unfortunate friends I think, the appended report of the Sin Talwan's cruise will, at least to some extent, afford, and I will at present conclude my portion of this communication by stating that thevessel in which the consular party went in search is the largest of the. steam-launches running from Takow to Anping.

which I have been favoured and which speaks for itself :---

THE CRUISE OF THE "SIN TAIWAN." The steam launch Sin Taiwan left Takow at about 5 a.m. on the 14th, t.kl.g from there H.I.G. M. vice-Consul Dr. Mers and Dr. W.W Myers. She called at Apping where Mr. W. Pelbam L. Warren (H. B. M. Contul) and Mr. R.J. Hastings embarked. Leaving again at about 10.30 s.m. we steered for the Pescadores. Until well north of the Velloy shouls the wind and see were moderate, but as we went further north the breeze freshened and with it the sea rose. It was not, however, ualil we got up to the castern end of East Island that our troubles .The plaintiff had a launch, which defendant really began, but once there the strong flood tide, running fully 4 knots, meeting the equally strong N.E. wind, and racing round the end of the Island, caused a state of affairs that is more pleasant in the reminiscence than it seemed to be at the time. Our little craft, however, showed her fine, seagoing qualities, riding over the cork, while at the same time the other and less attractive similarities were not less demonstrated by the violent way in which the boat pitched, rolled, and generally made things lively. Our skipper, a European and seafaring man, see med at one time not to like it, but he held on, and at last we got through our taking over the licence from defendant. It is the capabilities of our craft. At daylight next from Colombo, where no address could be found. originally obtained that licence (because we do (Chên-tai and Ling), learning for the first time the It seems that the idea of her being a white boat arose from the colour of the wreckage, which turned out, after all, to be the deck houses of at last slowly but surely battled through, and the Normand, which were painted white, and although what we now-discovered relieved the German Consul of his official responsibility the sbock and sorrow at what had actually taker place was great to one and all of us. The 2 survivors, who had been most kindly tended and cared for by the Chen-tal and people left a memorandum, with the former official enthusiastically testilying to the above facts | tween the islands it was a very doubtful matter signed by all the Europeans and winding up as if we were his own children." .We now heard that the Douglas steamer Thales had called on the previous day and taken away the Bokhara people, going on to Anplng, where she had to call on her way to Hongkong. The Chen-tai had, besides supplying them with food, clothing and such medical appliances as h could get hold of, given them \$200, which latter, however, was gratefully returned on the Thales arrival, for of course any money required could We are indebted to the courtesy of Mr. G. R. then be easily got on board. It appears that the Stevens for information received by wire from I two men whose description we had got at Anplog Balgon this forenoon from Captain J. B. were still on the Pa-chau Islands, distant akata Maru, to the effect that during his common with every one else, assumed that they the Normand took us to the spot where the assage southward from Hongkong Captain also were survivors from the Bokhara wreck, Latter landed, and to us it was a matter for con-

> cating with passing steamers, was in all sutherities, both native and Norwegian. thanked the officials in the name of the British | monsoon, who can tell? Government for their grodness, and so relieved To resume, having got to Makong Mr. Capt. Burr of one of the duties which had specially Warren once more visited the Chental prompted him to call in at Makong. We promised, with reference to his promise to bring the the other islands, but as the sequel will show, it which this official had offered to give and rail off was utterly beyond our power to do more than for the purpose. Without going further into the fulfil the first of our undertakings. With that | the matter we may state here that we have very assistance and a couple of the largest geese we: good reason-every reason-few believing that ever saw, the energetic Captain pulled away, and the Chental bad been as good as his word in try-

soon the Porpolis was en route to Swatow. As Ing to get the bodies transported, but obvious this beautiful and speedy vessel gradually faded cheumstances rendered this quite impracticable. from our sight, we could not but envy them the | and indeed inadvisable. Mr. Warren spared or Canadian mail boats. Though neither of make light of even the heavy weather at that | inquiries to find out the truth, and not only have moment prevailing. and alse! all that now remains for us not be, and so taking it philosophically we decently buried a very great number of bodies. to do is to try and afford what feeble, con- determined to do the best we could with but that the places of burial are well marked solation we can to the bereaved, by showing the means at our command, feeling that and can be easily recognised and get at whenever them that everything which could be done has they were, however, inadequate, at least required. We have good reason also for the best of their kind, and that our believing that the greatest respect was shown little "boatle" would, under the skipper's to the dead from the moment of picking them thus ruthlessly cut off in the prime of life. This, guidance and care, do all that could in reason up until that of burial, and what is more, some be expected of such a craft. The Chental sent little risk has been incurred in getting hold of us an official pilot, and to make it as sale as we | bodies seen floating round, and this solely with could another one was engaged from outside. considerable force, but agour destination was to treated. We know for a fact that the Chental She is about 80 feet lo-g and propelled by were getting on, we determined to make a start. that he has actually paid some of there. The engines of 20 h.p. nominal. Excellent for at all heserds, Running down with a fair wind | finders expected that their reported doings were the purposes she is intended to serve, she can- and propitious tide we were soon being swept in. to be werified, by the loreigners : and we. not be expected to undertake such risky sea- through the gap between the two islands form. | anxious and willing for the chance, undoubtedly going work as moving about the Pescadores at ling the Patchao group. Once inside this entrance, would have done it bad unforseen circumstances this time of the year; and I must confess a certain we found ourselves in nearly a circular harbour, not interfered. Thus it is we may take it as a amount of surprise that the little boat has formed by the crescentic bays to East and fact that many if not most of the European been able to accomplish what she is reported to West of us. viz that on the W. side of bodies including the f ladies and child have have done, It is evident that the South and the East laland, and the East of the been decently butled, Some of the men Western Islands of the Pescadores should be western Island. It was on the latter we who have been drowned in the fore part of the searched, but this can only be carried out by discovered the two Norwegian seamen, who ship, being in unattainable positions, may still the naval authorities, who will doubtless, if hastened to meet us on the beach. We then be unrecovered but daily watch is being kept they agree as to the necessity, readily heard for the first time of the Normand's wreck. by a large party of people eager to secure every undertake the duty, It was plucky of As soon as the mandarin had been interviewed | corpse that comes ashore and give it reverend the band of rescuers on board the little steam and beartily thanked, and small preliminary burial-all these people are working under the launch to attempt the task, and it is not to be douceurs had also been distributed to the firm belief that scoper or later their doings will wondered at that she had at last to give in, kind and brave fellows who had so nobly be carefully checked by foreign investigation in though not belore she had attained substantial assisted the shipwrecked people, we hurried which latter they have great belief and perhaps secults. The following, then, is the report with on board and a start was made to return I seme dread. With reference to the cargo, large

to Makong. Alas | no such luck! had barely got through the gro when we found ourselves involved in what was really a tremendous tide-race, struggling to beat a furious N. E. wind, the latter having considerably strengthened since morning. What made the situation more unpleasant was the fact that on either side of us were dangerous reefs, with surf breaking over them at a terrific rate, the tide, too, tending to arge us in their direction. The more we got out the more evident became the inability of our stout little crift to contend with the opposing elements, and at last all efforts had to be directed towards. getting her round for a tun back to the harbour just left !.. This happly accomplished, we let go anchor in the bay on the W. side of the Eastern island, and there for six solld days we had to temain worther bound and cut off from all means of communication with the outer world ! The people on these islands are great fishermen, and show much ingenuity in their devices for catching fish; they are as expert divers as any penri fisher could be, and use this power for securing many of their victims. There are always any amount of eggs to be got, together with fowls, and we even succeeded in securing a calf which kept us in beef while we were detained. In the matter of provisions therefore we were not anxious, but who can describe the awful monotony and suspense consequent on hope deferred from day to-day by the ever-

increasing gales of N. E. wind I Well, every lane hath a turning, and so at last had our term of imprisonment! Taking advantage of a slight abatement in the wind's force early in the morning of the sixth day after our entry into the harbour, we started out. On getting into the 'gut' and its tide-race, matters looked at first as if we could never get along, but, had though the tide was as a stirrer up of furious seas, it was pushing us in the direction we desired, and the wind being less strong we finally got under the lee of Table-Istand. Thence to Makong was not so bad, though it took us over 4 hours to do the to miles that intervene between Makong and Patchao! Our experience now showed only too clearly how impossible it would be for us to dream of going to any other island, and indeed in the prevailing state of the weather and the tidal mill-races running beas to when we might hope for a chance to go. even with fair wind and tide, back to Formosa. However, we had done all that we could, and very thankful we were that so substantial a result as the rescue of the unfortunate Norweglan survivors had been obtained.

Reluctant though we were to leave without fulfilling the remainder of our search, we all felt that we could now fairly relegate what remained to a man-of-war, to whom, of course, with her size and power the task would be one: of comparatively small importance. While at Patchao both islands were thoroughly explored, several villages visited and many people questioned and talked with generally. The youngerof the two men who rescued the and engineer of siderable surprise that any one, not to speak of a crippled and exhausted man, should be able-The Chen-tal told Mr. Warren, who had at I to get ashore amid such enormous boulders as once instituted enquiries as to the recovery and were there strewn round close together, and he Risteman shoal, in the Paracels. Judging burial of the bodies, that a great number of covering the whole beach !" Then indeed we the dead had been buried. Including of three | fully recognised the truth of what the engineerhere can be little doubt that another fine vessel ladies and a child. The light keeper who had told us, "that but for the bravery and on the first news of the wreck coming to his humanity of the two men who plunged into the telling him of what he knew, and offering landed there whole, much less alive !" The The Greing was an iron full-rigged ship of 1,700 all assistance in his power, also buried two Consul made our guide scintch his name and bodies, one male and the other a female. that of his companion on one of the flat stones The latter in the opinion of the chief lying around, and we believe that at least a full officer of the Bokhara, who had gone to report of what these two good fellows have done in length, 39 ff. 8 in. broad, with a depth of the lighthouse with a view of communic will be brought to the notice of the proper

probability that of the stewardess, of the As a proof of what the sea could do in those Hongkong Naval Dock-yard. The vessel's crew | mail steamer. Finding that owing to the state of | parts, we saw the beach strewn with small the weather it would be utterly impossible for splinters—the remains to which planks and logs Following on the report of the Greina disaster | us to proceed in the launch even to the places | had been reduced; and in fact it seemed as though comes news of yet another total loss. Capt. of interment, the Consuls made efforts to get only such wreckage as got on to the castern and Rumsey, Harbour Master, kindly informs us that | there overland, even hiring chairs for this purpose | more sandy island arrived in anything like a the steamship Propontis, which arrived to-day but the state of the weather and tides that day, recognisable or useful state. Chief among the put a stop to this attempt. Some of the party wreckage were the two side gangway ladders. "During the passage from Cheribon (Java) to started off to walk towards the place in order belonging to the Normand, a patent loghorn. Tegal, passed a sunken wreck, barque rigged, to see for themselves whether the difficulties of from the charthouse, several of the hatches from access were as great as were reported, but had the tweendecks, and some bits of wood belongthe fairway of shipping, in 73 fathoms of water. | only gone about an hour when they saw the ling to the batches; two life-belts-tenantless-Porpoise coming in and therefore returned to I were also washed ashore, which, with the two communicate with her. Capt. Burr lost no time I worn by the rescued men, accounted for four in coming to the Sin Taiwan where he met the out of the 7 known to have been on beard and consuls. From him we learned that he had put on by members of the crew. This small -come-out-in-search-of-the-Bokhara-and-had amount-of-wreckage, and the fact that we met the Thairs at Anplog, transferred the discovered no other bodies than those of the survivors from that steamer to his own vessel, living men whom we had secured, makes that he was most anxious to go with the greatest it slightly more than possible that other bodies, dispatch to Swatow, in order to wire; the sad perhaps also those of live persons, may have news to the Commodore and the world been washed in the same line of current and wind, generally, thus to some extent relieving the ! towards the southern and western isles which intense anxiety and suspense generally would be likely to arrest objects floated past Pata prevailing. We duly informed him of the men | chao. Had we had a faint chance of being able to on Patchao Island and he kindly communicated | get back, even if we could get to these islands. with us by Morse signals after getting on board I am sure we would have tried, but this was his ship as to who they might possibly be, it quite impossible and now all that can be done being still, of course, believed that they came, is to report the facts and leave it to those, able from the Bokhara. After a brief interview, the to perform this necessary work of humanity, to genial commander had to seturn to his ship as | undertake it. The authorities both on Patchao darkness was coming on, and he was anxious to; and Makong have promised, and we believe Thinking, however, that you may be interested | get clear of the Pescadores before nightfall. | they are sincere, to explore when the weather in getting the latest news from the scene of the The Consul informed him that he had already | moderates, but when this may be if ever in the

> of course, to do all we could to rescue the men on | bodies from the Bokhara up to Makong for Patchao islands, and if at all possible, search the interment in coffins and within a bit of ground possession of such a craft, and the ability to a hordroubles by a direct and counter-checking we no reason for believing that the officials and However, it was no use wishing for what could people have done other than they assert. vist the object of carrying out the official orders Next morning the wind was still blowing with as to the manner in which the dead were to be leeward, and we could not know how the men | offered rewards for bodies got and buried, and

quantities of silk and straw braid have been washed ashore, but the Consul has notified the officials, who have promised to do all they can to protect the wieck and cargo, that they are by no nimus abandoned, and that immediate foreign efforts will be made to salve both cargo and treesure, all cargo given up by native salvers are being paid for at just and fair rates; no doubt therefore, in time, i.e. as soon as some responsible agent goes there, and begins to treat with the people, he will find no difficulty, as long as he treats them with ordinary fairness, in getting hold of anything they have picked up. It is very evident we are not treating nowadays with pirates or locters but with a people who have shown themselves capable of exhibiting the highest and best traits of most civilised humanity-and this, too, under circumstances that might well try persons whose morality is of more favorable resule than that of the Pescadoreans has hitherto been, and certainly who far excel these poor, fishermen their possessions of the good things of this world! Let us hope that with this splendid chance before us, to say nothing of the merits of the case, Europeans generally will take good care to improve the occasion, and show these Asiatics that we can be as appreciative and grateful for any good in them, as we are undoubtedly shaip at censuring and punishing all they do when, however slightly, it may seem contrary to western ideas and ethics !

All business being now arranged as far as possible we were preparing to settle down for another turn of patient awatchfulness for the "atart" which would justify us in attempting the un homer ards through the inter-island tide races, and our most sanguine hopes did not and in fact everything that the man could extend to speedier relief than that which might be possibly render in the way of assistance. afforded by the Thales on Wednesday 26th. On the day after our return to Makony, however, Le. | mast into the water my knee struck against on Monday the 24th we were agreeably surprised | the side of the ship, " seriously injuring to see a Dauglas steamer making for the bight | the kneecap, cutting and bruising the skin of under the light, where she anchored. After a time | the left leg, rendering it quite useless either for she came into Makong harbour, and turned out - swimming or walking. The mandarin dressed to be the Formesa sent in search of us by the generous kindness of the Douglas Co. It seems that getting anxious as to our whereabouts and having heard nothing of us since leaving Anping, Messrs, Bain & Co. wired the fact to Amoy, begging that the Thales might be directed to search for us. Messes. Lapraik and Co., with characteristic goodness, at once determined to order the Formosa to deviate from her Tamsul run and make the enquiry. The Commissioner and indeed the whole Customs Staff zealously and kindly aided in the despatch of the Formosa, and although it was a Sunday and she had cargo to discharge this was all quickly | thereupon sent across and brought Herness over arranged, letting the steamer leave Amoy on her | to his place, and we lived together until Monhumane errand by 6.30 p.m. Such spontaneous | day the 17th, when the Sin Talwan came and and kindly acts as these serve greatly to relieve the gloom that inevitably attends the misfor- manner my deep appreciation of the great tunes which call for their display, and we, in humanity and kindness shown to me and my common with all others interested in the Sis shipmate by all the people in the island, from Taiwan and her belongings, must and do indeed feel sincerely grateful for, and proud of the generosity and goodness shown them by ship-.. .owners, efficers of the Customs, and all others who so unselfishly sprang forward to render all aid in their power help where they had reason speedy restoration after arrival on the island, to believe it was required,

Tiun, the Sin Taiwan was snugly enconced in Makong harbour, but we were none the less glad of a chance of getting back now that all we went for had been accomplished in so far as we were capable of carrying it out, and therefore wo gladly availed ourselves of Capt. Hall's offer to land us at Amping, and left the Pescadores at about 10.30 n.m. on the 24th, arriving at Apping in the afternoon of the same day. And thus ended a not uneventful cruise, which, if not devoid of risk, discomfert and even some privation, has many less disagreeable reminiscences and associations.

THE "NORMAND" DISASTER.

Jahn Nistad, of Laxsvorg, near Bergen, aged 29 years, states as follows :- I was and engineer on a few clother. A man came to the forecastle | the little vessel had on board, in addition to the | be public property. The negotiations were being of the Notweglan steamer Normand of Bergen, door and sang out that the ship was ashore, and shove named, the only two survivors of the carried on by a native convert, and the people built in that place, of steel, in 1891, and launched all hands were to take their stations at the boats. wrecked steamer Normand, a nearly new ship petting wind of it objected to it most strongly. in January 1892. She was 2242 tons register | On reaching the deck the sea was breaking over with triple expansion engines of 1200 indicated so furlously that we made the best of our way to thorse power, made by Richardson and Sons of the chart house, where we knew the life belts Sunderland, The Normand was owned were. Of these, however, there were only 7, and I by Christian Michaelson and Co. Bergen. I did not get one at that time. We found the We felt Cronstadt on the 28th June for Vladi- captain and chief mate already up there. vost rek, laden with rallway material, and arrived stayed along with about 6 others in the there on the 31st August. We left again for chart house, until the sea burst in the door Nagas iki on the 29th September, arriving on and drove us out. I saw some men going into the 2011 October. We took in a cargo of the fore rigging, and I called to my mate in the coals for the Messageries Maritimes Company, | chart room to come too. Previous to this the and left for Singapore at 4 . s.m. on the captain passed through the chart room going out 6th Octobiet. On the afternoon of the 8th by the post door, and we never saw, him again. We experienced a strong blow from the N.E. The boy who was standing at the port door was with a falling glass. Reliable morning and swept out by the sea, but I managed to get hold midday observations were last obtained on this of his collar and draw him in again. The second day, and the course steered from Japan was mate came to the chart house and encouraged us, S.W. During the n.ight the wind increased and saying that escape was perhaps not hopeless. continued to do so un, il about a p.m. on Sunday | He asked for the captain but none of us had seen when it had attained typhoon force. The him after he passed through the chait house. spray was so dense and continuous as to obscure After this we all went into the fore-rigging. every thing from view. Our course had been While we were there the carpenter, who was changed on the morning of this day to S.W. & W. | next me and had on a life belt, became much At 6.30 p.m. the ship was stopped, and agitated, saying that he did not want a belt; it was soundings got in 17 fathoms, white sand, and | no use; all must die and had better die quickly. again at 7.30 p.m. in 35 fathoms with similar I tried to persuade him to keep it, but it was of bottom. By this time the hurricans seemed to no use; he was going to throw it overboard. be blowing with full force and the sea was caught it, and put it on; wearing it until just extremely high, the wind veering from N. E. | before I was washed ashore on Monday afterto N. by East. No observations could be got on | noon, By this time the fore hatches were Sunday, and the patent log, hauled in at 8 a.m., broken in, the after ones had gone long before had not been put out ngain. At that time it, and the bridge and boats were now washed showed the ship to have been going at a rate of away. 8 knots during the morning watch. The engines No one in the rigging had seen either the were never slowed. From Saturday alternoon | captain or the steward, but with these exceptions until 8, a.m. on Sunday, the 9th, we carried the all the crew were there. force and main trysails with one main and two | In about hall or three quarters of an hour fore staysalls, but our Sunday afternoon it was laster this the funnel was carried away, and gincer was still suffering from an injured kneeimpossible to carry them longer. Everything, as near as I can guess, about 11 o'clock | cap. Fortunately for them Dr. W. W. Myers was however, seemed to be progressing well, until the foremast, which was an ion one, went close No p.m. for although a good amount of by the board, throwing all of us into the fellows received prompt treatment. water ca'me on deck no actual damage was done, water. We were soon suparated from each and the vessel seemed to be quite easy. At other, but I saw two men go down. I do easter the Sin Taiwan was detained in Pa-8.50, p.m. the hip suddenly took the ground, not know where the others with life-belts on chau for six days, during which, time with the bumping heavily (hylee, and vibrating all over as | went to. I struggled to get free from the wreck, she was brought up. The plates on the floor of the and eventually swam clear; I came across and commissatiat was at a very low ebb, but they ongine room were immediatly forced apart and supported a coal trimmer, named Ivor Wolden, but upwards, and water begin rushing into the after a time we were washed apart. The and stokehole. I was on watch in the engine room engineer afterwards told me that he, too, had got at the time. At the first bum? I slowed the hold of him and supported him for about two | Formosa landed in Taiwanfoo Dr. Myers, Mr. engines, because the columns were vibrating so hours, but they also were separated. After Warren, Dr. Meitz, and Mr. Hastings. much. Just then the telegraph was jung from | swimming about 4 or 5 hours I saw the light on. two Norwegians, survivors remained under the deck to stop. In a mondent, however, I got my left side. I had previously got hold of a care of Mr. P. L. Warren until arrival of steamanother order to go ahead full speed, followed small plank which assisted me considerably and in about 5 minutes by the final direction to at last, at about 5 p.m. on Monday the 10th I stop. The columns of the engines and even was was hed ashpre near the easternmost island of the ladders in the engine room were now what I now know is the Patchao group. I was thereupon eased the blow-off valves, allowing quite uninhabited, and being so exhausted lay-the steam, (at that time at 145 lbs per square, there until about to o'clock next morning. At engine room; driven out by the water in the calling out to him he was reassured and came stokehole. In a few minutes matters became so to me.

rigging. Shortly after this the captain blew ing through the chart-house was seen no more. The boats were soon weshed away, and in' about an hour the funnel went. About 11.30 p.m. the top-gullant forecastle was broken up and soon afterwards the foremast went by the board. precipitating all hands into the water; about (or 8 of them were unable to awim, and soon sank. I saw the rest awimming round for a little time, but the sea soon separated me from them, I get hold of a cork fender, which supported me for about 3 bours, when it was washed away: almost simultaneously, however, I was struck on the head by a bit of planking, 6 or 7 feet long, and geiting hold of this managed to retain possession of it until just before being washed ashore. I was carried down along the west side of Fisher Island, having the light on my left hand, and about 4 or 5 p.m. on Monday toth, landed on what I now know is Patchao

At this spot the shore is covered with both lerge and small boulders, against which the rea was breaking violently, but one rather elderly Chinaman, accompanied by a younger man, rushed waist deep into the suif and pulled me ashore, treating me with the greatest kindness and consideration. Helping, almost carrying me (for I was dead lame) over the rocks, and up the hill, they took me to their house, gave me Chinese wine and food until I was sufficiently restored to go on to the yamen of the official, where I obtained clothing, food and theiter-I should state that when I fell with the my leg as well as he could, applying Chinese medicines and letions, and whenever I had to move, several people either belonging to the yamen, or from outside, were slways ready to help and support me. On Wednesday the 12th I heard that there was another foreigner on the eastern island of the Patchao group, and the people brought me a letter written by him, addressed to the Norweiglan consul in Hongkong, which they had been asked to convey. On looking at this letter I discovered that it was written by an ordinary scaman belong to the Normand, named Herness. The mandarin took us off. I wish to express in the strongest the mandarin down to the humblest fisherman. Every one was ready to put his house or his few possessions at our service, and it is with the greatest gratitude that I acknowledge their care -and-goodness-to-which-I-must-attribute-my crippled, and in the last stage of exhaustion, (Signed:) JAHN NISTAD.

Thomas Herness, living at 32, Absolon-Beyers-Garde, Bergen, Norway, aged 23 years, states as follows:-- I was an ordinary scaman on board the Norwegian steamer Normand of Bergen, I spree with all that the second engineer says as to particulars of steamer's wreck, courses steered &c. &c. I was on watch from 12 30 p.m. to 8 30 p.m on Sunday, the 9th, taking my "trick" at the wheel from 3.45. p.m. to 8 p.m. The course we then steered was south-west ? west, We could see nothing from Saturday night; al was so obscured by darkness and the spray. The Warren, (British Consul) and Mr. R. J. Hastings wind was blowing with great force, its direction of the Customs Service. At Fisher Island I being north by east. At 8 p.m. I went below learnt from the light-house people that the Sin and turned in, and was asleep when the ship | Taiwan was all safe in the harbor of Makung, struck. The shock woke me up, and I burried to which place I then precerded and found that

moving about in a most threatening way. I first landed on a small outlying islet which was inch pressure) to escape. Provious to this the this time a Chinaman swam across, and when two firemen on watch with me had run into the he firm rew me he seemed afraid, but on my

alarming that we went on deck, on seaching which After collecting some wrecking washed we found the sea breaking all over. I saw the gahore there he motioned me to follow him, and chief engineer standing on top of the galley, and we swam on to the main island, where I was climbing up to him reported that I had made given clother, Chinese wine, food and tobacco; everything as sale as I could in the engine | the people insisting on turning out of their only room. After this I went on deck, and seeing bedroom and making up a bed there for me. the chief mate, asked him what he thought was I stayed with this family until Thursday the best to be done, and where the life belts were? I sath, being treated all the time with the greatest

He told me the latter were in the chart house, kindness, and sidded. "There is nothing to be done, it After this I went over to the western island is impossible to launch the boats; all hands | and joined the and engineer at the Mandarin's

mate, all hands (except the captain, who remained | possil, and seemed to spare no trouble or thought on the bridge, and the steward who could not get | in order to make me as comfortable as their forward from the salgon) went up the fore limited means permitted. In no country could have been more humanely and even two long blasts with the whistle, and disappear- | tenderly treated, and I cannot well express my feelings and gratitude to my kind-hearted and generous benefactors.

> THOMAS HERNESS. The following is a list of the ship's company as given by both men, the letter "M" denoting

married, and "S" meaning single:--Capt. Joachim Jonassen, of Bergen, aged 45 years, m., 2 children. Mate, H. Thorstensen, of Bergen, aged 36 years, m., 2 childien.

Chief engineer, Sivren Knutsen, of Bergen, expected nged 43 years, m., 4 children. and engineer. Jahn Nistad, of Bergen, aged 29years, m , 2 children.

3rd engineer, Johannes Knutsen, of Bergen, aged 26 years, s. Donkey-man, Adolf Wagner, of Bergen, aged 36 years, m. 4 children. Carpenter, Lars Ellingsen, of Bergen, aged 45 years, m., 2 children.

ABLE SEAMEN. Olal Sjursen, of Bergen, aged 24 years, #. -Paul Slursen, of Bergen, aged 25 years s-Frithjof Johanton, of Bergen, aged 21 years, s. Johan Micolaisen, of Bergen, aged 23 years, s.

ORDINARY SKAMEN. Emil Eilertsen; of Bergen, aged 22 years, 5. Thomas Herness, of Bergen, aged 23 years, s. Boy. Georg Lund, of Bergen, aged 17 years, s.

Johan Höverstu, of Bergen, aged 23 years, s. Peter Muller, of Bergen, sped 22 years, s.

COAL TRIMMERS. Johan Andersen, of Bergen, aged 21 years, s.

Carl (surname unknown), of Bergen, aged 20 Ivor Wolden, of Bergen, aged 20, years, s.

Steward, Martin Brekkan, of Bergen, aged 45 Officers'-mess, Andreas Selin, of Bergen, aged Cock, Hans Hansen, of Bergen, aged 23

The men state that there were altogether 6 lifebuoys and 7 belts on board the Normand. Four of the life-buoys, however, were kept locked up in the sail-room under the forecastle; the other two being hung at the break of the poop. Al the lif-belts were kept under the chart table in the charthouse, and they only were therefore available and put in use on this sad occasion.

THE "FORMOSA" TO THE RESCUE. Captain T. Hall of the Douglas Co.'s steamer

Formosa has courtenusly favored us with the following most interesting reports-

On October 23rd while, lying at Amey received instructions to proceed to the Percadores to look for the missing steamer Sin Talwan, which had left Talwanfoo on the 14th of October in search of any survivors from the steamer Bokhara, which they heard from Chinese fishermen had been wrecked upon one of the islands north of Fisher Island. The -Sin-Tairoan, which le in fact a large steamlaunch, had on board, besides her crew. Dr. W. H. Myers, Dr. Meriz, (German Consul) Mr. L. P. wreck of the mail steamer Hokhara which is said to have foundered on the night of the roth on Sand Island. These two survivors made a statement, that they swam with the aid of life. belts and planks, and landed upon the island of Pa-chau, a distance of eighteen miles frem where the Normand was wrecked. landed upon East Pa-chau and the other West. each thinking himself the sole survivor. It appears by the chert of the Pescadores that they both swam or rather drifted in a small cove. otherwise they never could have landed upon Pa-chau Island, and as they floated past Fisher Island, they say they saw the light but did not know it was Fisher Island lighthouse. A more miraculous escape was, I think, never heard of.

The Sin Taiwan still being in Makung harbor and we Hearing from some jonkmen that there were two Europeans on the island of Pa-chau. I at once left for Pa-chau and there found these two men, the only two left to as far as is yet known. of the wrecked steamer Normand. They have been previously mentioned in the Hongkong newspapers as being probably Bokhara survivors. The one previously described as a short man with short bushy whiskers was the and engineer of the Normand, and the one described as tall, lyoung and slim, was one of the deckhands. Both are, I believe, Norwegians. They speak in the highest praise of the kindness they received from the natives, who gave them plenty of food, clothes and medicine. The and enon board the little steamer and both of the poor

Owing to the prevalence of the strong northliunusual number of passengers on board, the managed to subsist on sweet pointoes and pen nuts until Makung was reached.

During the afternoon of October 24th the 21st 1-Making for butiness purposes.

The above named gentlemen deserve much credit for the indomitable courage displayed, for as soon as they heard through a Chinese fisherman of the wreck of a European vessel (not knowing then that it was the Bokhara) they at once left their homes and families and made their way, in the little steamer Sin Taiwan a distance of some sixty miles, and that, too, in the face of a strong north-cast gale and confused sea, the vessel making little more than 3 knots per hour, and having to come SCARE AT STANLEY.

WHO SHOT THE WONK-AND, WHO DIDN'T.

On Saturday afternoon a little Chinese girl who strayed from the village of Wong-ma-kok beyond Stanley, into a lonely part of the country, was attacked by some animal and badly hitter about the arms and legs. Some other children who saw the affair raised an alarm, but before help could arrive from the village the brute had disappeared and has not been seen since.

The girl was at once removed to Stanley Police Station and received there such "first aid" as could be given on the spot. She was then and mate, I lejer Petterson, of Bergen, aged 23 | brought over to the Government Civil Hospital. where both fore-arms have had to be amputated 3rd mate, Jonas Flood, of Bergen, aged 22 (not the legs, as stated by our morning contemporary). She is now doing as well as can be

As early 'as possible Sergt, Ford and P.C. Gedfrey, of the Stanley Station, went out on the war-path. The former is one of the best marksmen in Hongkong, and the latter is an old soldier and a good shot. "Unfortunately, Godfrey carried his Martini-Henry rifle londed; and as police hoots are too ponderous to be carted over extremities and shot himself instead of the the clow, inflicting a nasty wound, which, however, is not expected to become dangerous.

A force of ten policemen has now been put in the field, armed with a warrant to secure the great of the offender, slive or dead-the latter for preference. Inspector Quincey and P.C. Graham have also obtained leave and formed themselv's into a private search party, resolved to achieve death or glory, or perish in the strempt. As nobody knows what the enemy is like, some of the Foorce will try to pot our Office Ricard (surpame unknown), of Bergen, aged | Gont and bring him home as the terrible monster in question: but we warn them that the Goat is not to be caught with chaff. They had better Abraham Nistad, of Bergen, aged 18 years, s. try to lay hold of a stray mongrel, or a wild pig, or a cow, or a Special Juror, or a tame cat.

HONGKONG RIFLE ASSOCIATION.

The Long Range Cup and Spoons attracted only eight competitors to the Kowloon range on Saturday, and if the quality of the shooting may betaken as a criterion, it would perhaps have been just as well if seven of them had stayed away. for worse all round marksmanship has never been exhibited in this colony. Lieut.-Col. Jerrard had an absolute wall-over for the Cup. beating Mr. Ford who was next highest scorer, by 13 points without counting his handlcap allowance of 12. The Colonel was credited with the very respectable total of 85, Commander Rumsey, R.N., annexing the Spoon by coring 55, exclusive of his 14 points allowed. It is only fair to say that the elements were anything but conducive to good shooting.

The full reores are as under :--Net Allow- Grand yards, yards, total, ance, lotal, Comr. Woolward, R.N...... 10

MISSIONARY TROUBLES AT KIENYANG.

Writing on October 20th the Forchow correspondent of the N. C. Daily News says :-

It appears that the missionary trouble at Klenyany, about which I telegraphed you on the 12th instant, arose out of the renting, or proposal to rent, a plot of land to the mission, alleged to of 2,240 tons nett, bound from Nagasaki to The native convert had a particularly hard Singapore with coal. Their statement is that she | time of it, and the Rev. H. S. Phillips was sank of er striking the Tortolse Rock, which is mobbed and hooted at, and bespattered only 24 miles south-west of Sand Island, on the | with the contents of a bucket. He fled to his night of the 9th of October, the night before the | house, which would have been ret on fire but for the timely appearance of the migistrate and a military mandarin, both of whom entered the house and remained with him. On order being narrially restored he was taken to the magistrate's yamen, where he remained until it was considered safe for him to leave. At the urgent request of the authorities that 'he would 'go away, he consented to do so, and is now in Foochow.

The people of Kienyang, like all the people in the prefecture to which it belongs, are particularly hostile to missionaries, and it seems a plty that the missionaries will not fall in with the recommendation of the authorities that they should abandon their work there for a time, and find a field for their labours in other parts of the province where this pronounced hostility does not exist. This is the third occasion of missionary trouble within six months, and I cannot help thinking that if a little more patience, common sense, and good management had been exercised on each of those occasions, trouble might have been avoided. Whatever may be the case in other provinces in China, there are no organised. schemes to drive missionaries away or even interfire with their work in Fukley, and they. have only to go about their avocation quietly and discreetly to gain their ends. They should avoid such places as Klenyang, Chingho and Klenning for the present, if they have not the patience to work step by step slowly without irritating the people by some, incautious action, such as has just happened at Klenyang. I trace all the iroubles we have had this year to overzealousness and undue haste on the part o young missionaries.

REPORTED DEGRADATION OF CHANG CHIH-TUNG.

The Wuchang correspondent of our Shanghal morning contemporary writes undir date-October.

Herewith a few items of news, which have just leaked out and are being discussed in Wuchang these days.

r.-That his Excellency Chang Chih-tung, has been degraded. The story goes that he has been reported to Peking, by the Hunanese, both in and out of the province, as one who recklessly squanders public money on uscless 'and delusiva foreign speculations, &c. ...

2.-That Chang's elder brother has felt so much the downfail of the Viceroy, that he quietly attempted suicide, by swallowing gold leaf; but was fortunately saved. :3.-That the Emperor has said that Hunau.

must be opened, and that unless the officials, both in Peking and Hungo, do it willingly, and through several tide-races which run among the the Hupanese submit to it quietly, he will Islands, and are, to say the least, dangerous | allow foreign troops to go and do it for them' for a small craft such as theirs. After this This certainly is a strange pleco of news andwe may spicly say that the courage of Eogopeans | almost incredible; but it is believed by the people, is ever what it was, but still it is not every and is causing some amount of excitement. Owing doctor and every consul in the world who would to these immours, the Hunanese in this city spontaneously undertake so perilous a voyage are beginning to bestir themselves once more, on the bare "eff chance" of rescuing shipwreeled and are engaged in spreading evil reports about matiners. But whether that is so or not, the foreigners again. A well-dressed Hunaness was had bester take to the rigging |" I then went up place, I also wish to express my gratitude to gallant hand of Europeans who went on that beard a few days ago making the following to the chari house and got a like belt, which I the people for their generous kindness and perilous voyage in the Sin I quant descrive statement to a group of people in one of our put on. Soon after this the sea Hegan to break assistance to me. Evidently very poor, still they and will doubtless receive that full recognition busy streets, vis , that foreigners pay, the Chie Dier the ship, so badly that, led by the chief freely placed everything they had at my dier which their manly acts so made more the chief their comployment at the rate of least

thousand cash a month, for polsoning the wells In the sity and its surroundings; as they had been doing not long since, up at Fanch'ang.

4.- That the Hunanese need not fear a foreign invasion for many months to come. (a) Because foreigners Would never think of going to Changsha, butth men-of-war, being too much afraid of the # was % to polovariand; (5) but should they attempts he overland rouse, and desecrate the sacred soil, they would certainly defeat their own end, and fall an easy prey to the Hunan invincible army.

It is to be earnestly happed that our great and powerful Viceroy has not been degraded, and that his enemies, both in Hunan and Peking, have not succeeded in casting him down from his high position; and especially is it to be hoped, that his great works in central Chinswhich are fast approaching completion-will not receive a death blow, in case he is removed. It would he suicidal all round, to send an antiforeign Viceroy to Central China at present. The above statements are being discussed and believed in by the people; and sithough they may not be perfectly accurate, still there must

B hillside comfortably, he fell over his pedal DEAFNESS ABSORUTELY CURED.-A Gentleman who cured himself of Deafness and Noises in the unknown monster. The bullet from his rifle Head, of va years standing, by a new method, struck him in the fore-arm and came out above will be pleased to send full particulars free. Address HERBERT CLIFTON, 8, Shepherd's place, Kennington Park, London, S.E., Eng.-[Advi.

be some ground for, and touth in them.

क्षामण्डल क Anvertisements.

DOUGLAS STEAM-SHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE-Company's-Steamship

Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the and November, at Daylight For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 31st October, 1892. THE SCOTTISH ORIENTAL STEAMSHIP

COMPANY, LIMITED. FOR BANGKOK (DIRECT).

THE Company's Steamer

"CHOW FA." Captain C. Stonbarn, will be despatched for the above Port, on THURSDAY, the 3rd Nov.,

For Freight or Passage, apply to YUEN FAT HONG.

Hongkong, 31st October, 1892.

"MOGUL" LINE OF STEAMERS. FOR SHANGHAI, TAKU, KOBE AND

YOKOHAMA. THE Steamship

at 10 A.M.

"MORAY."

Captain Couche, will be despatched as above TO-MORROW, the 1st November, at Noon instead of as previously advertised. For Freight or Passage, apply to

DODWELL CARLILL & Co., Agents.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MORAY."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed fhat all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No claims will be admitted after the Goods have left-the-Godowns, and all Goods remaining undelivered after the 7th prox., will be subject

All claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th prox. at 3 P.M. · No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., Hongkong, 31st October, 1892.

CONTRACT FOR BUILDING THREE BAYS ON GARPENTERS SHED, &c.

H. M. NAVAL YARD, HONGKONG.

DERSONS destrous of TENDERING for The above are requested to deliver their Tenders Sealed and Marked "TENDER FOR BuitDING," not later than 10 A.M. on the 14th November, 1892, at H. M. NAVAL YARD, addressed to the COMMODORE-IN-CHARGE, H M. Naval Establishments.

Plan and Specification and all Particulars can be obtained on application to the OFFICER IN CHARGE OF WORKS, Admiralty Office, R. N.

Hongkong, 31st October, 1892.

NOTICE.

FULL DESCRIPTIVE REPORT of the *BOKHARA" DISASTER

THE "BOKHARA" DISASTER.

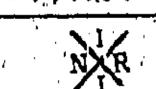
With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the Thales. official peports of the Chief Officer, the Ancona. and the Porpoles, the MARINE COURT OF INQUIRE and its FINDING, experiences of other Steamers in the same Typhoon, the Normand disaster, &c., &c.

(All carefully Revised and Edited), NOW READY.

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER. FRICE FIFTY CENTS.

Orders should be sent in at once to THE MANAGER Hangkong Telegraph Office, Pedder's Hill. Henghag, son October, 1803,

Co-dan's Advertisements.



VICTORIA PRECEPTORY.

REGULAR MEETING of the Victoria Preceptory will be held THIS EVENING. the aust instant, at 8.30 for a o'clock precisely. Visiting Brethren are confially invited to attend. Hongkong, 31st October, 1802

THE GENERAL MEETING will be held in the CITY HALL, on WEDNESDAY. the 2nd November, at 5 P.M., Hon. A. J. LEACH in the Chair.

J. A. LOWSON. Hon. Sec.

Hongkong, 31st October, 1892,

THE SHORT RANGE CUP and SPOONS will be Shot for on SATURDAY, the cth November. Ranges-500 and 600 yards. Time.

Hongkong, 31st October, 1892.

NOTICE:

T HAVE this Day transferred the AGENCY A. of the South British Fire and Marine INSURANCE CO. OF NEW ZEALAND to Messes. S. J. DAVID & Co.

GEO. R. STEVENS. Hongkong, 31st October, 1802.

Intimations.

TMPORTERS of JEWELLERY and DIA-I MONDS in great variety; by every Mail, fresh consignments of latest Novelties from

CHRONOMETERS. CLOCKS. WATCHES of all kinds. Handsome TIME-PIECES, and all kinds of Onticisus' Goods. LEVY HERMANOS.

Opposite the Telegraph Campanies! Office. Hongkong, 16th September, 1892.

TATCH and CHRONOMETER MANU-FACTURERS and IRWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS. No. 48, Queen's Road Central.

CHS. J. GAUEE & CO. THRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTHCTANS,

HAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watchesawarded the highest Prizes at every Exhibition; and for Volgtländer and Sohn's CELEBRATED OPERA GLASSES. MARINE GLASSES and SPYGLASSES.

No. R. Oucents Road, Central. | 1622 THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

IST of Subscribers to the HONGKONG L. TELEPHONE EXCHANGE. 25.-Aberdeen Dock. to.—Aberdeen Paper Mills Office, Wing Lok St. rog.—Aberdeen Paper Mills,

8.—Arnhold, Karberg & Co. 50.-Bay View Hotel. 66,-Blackhead & Co., Praya Central,

6c.—Blackhend, F., Magazine Gap. 18.—Butterfield & Swire, Shipping Office. . Refinery Office. Do. Refinery, Quarry Bay

Residence, Peak. 42.—Canadian Pacific Rallway Co., Ld.,

22.-" China Mail." 55.-Cowle, Dr. Alex., Queen's Gardens, 12.-" Daily Press."

60.—Dakin, Crnickshank & Co., Ld. 41.—Dodwell, Carlill & Go. 17.—Douglas Lapraik & Co. 14.-E. E. A. and China Telegraph Co., Ld.

47.—Gas Company, Ld., West Point. 31.—Gibb, Livingston & Co. 80.—Government Civil Hospital, 44.—Government House.

6 .- Harrison, W. Stuart, Residence. 2.-Drs. Hartigan, Cantlie & Cowie. 27.—Holliday, Wise & Co. 28.—Holliday, C. J., Residence.

II.—Hongkong Club. 7 58.—Hongkong Electric Co., Ld. 32.-Hongkong Hotel, Public Telephone. 9.—Hongkong and Shanghal Bank. I.—"Hongkong Telegraph."

13.-Hongkong Trading Co., Ld. 81.-H. & K. Wharf & Godown Co., Ld., Praya Central · West Point. 20 .-- Hongkong and Whampon Dock Co., Ld. 77.-Ho Tung, Praya Central,

82. Do. Bonham Strands 67.-Hughes, E. J., Victoria Poak. China Sugar Refinery, Town Office.

21.-Jardine, Matheson & Co., Keresene Godown. 30-Joseph, H. H., Magazine Gap.

23.-Jordan, Dr. G. P., Praya Contrals Residence. 53.-Judd, W., Magaz'ne Gap. 64.—Kennedy, J., Horse-Repository,

64ar Do. Cautoway Bay? 4.—Lapraik, J. D., Stewart Terrace. 54.-MacEmen, Frickel & Co. 35 -- Mount Austin Hotel.

46,-Opium Farm, Hau Fook. 3a.—Peak Hospital. 29.-Peak Hotel & Trading Co., Ld. 19.-P. & O. S. N. Co.

51.-Ray, E. C., Office. 34- Do. Residence. 45.-Rope Factory, West Point. 52.-Sallors' Home.

7.-Scott, H. J., Residency. 37.—Scottish Oriental S.S. Co., Ld. 49.—Showan & Co., Praya Central.

Or. Stevens, G. R., Queen's Road. 62. Do. Lower Robinson Road. 56.-Victoria Hotel, Public Telephone, 16.-Watson & Co., A. S., Ld.

57. - Wickham, W. H., Residence. 51 -- Woo Kee & Co., Praya West. 38 -- Ywen Fat Hong, Bonbam Strand, In case of FIRE ring up No. 15. The Exchange is open day and night.

W. STUART HARRISON. Managol.

HONGKONG SMOK NG CONCERT CLUB.

HONGKONG RIFLE ASSOCIATION.

ED. ROBINSON. Hon. Secretary.

LEVY HERMANOS.

10, Queen's Road Central. G. FALCONER & CO.

CHARTS and BOOKS.

26.—Alice Memorial Hospital. 24.—Anderson, Capt, G. C., Praya Central,

3.-Cantile, Dr. J., Mount Kellet. 15.—Central Police Station.

50,-Imports and Exports Office. 71 .- Jardine, Matheson & Co. Do. Bust Point.

5.-Nam Wo & Co.

Hongkong, tath August, 1801.

REGULAR MEETING of the above LODGE will be held in the FREENASONS HALL, Zetland Street, TO-MORROW, the 1st November, at 8.30 for o p.m. precisely. Visiting Brethren are cordially invited: Hongkong, 26th October, 1802.





REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeiland Street, on THURSDAY, the ard November, at a first to nim, precisely. Visiting Brethren i re cordinity invited.

For Sale.

Hongkong, 28th October, 1892,

THEY LEAD THEM ALL

THE CELEBRATED

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and Julian P. Smrrh (Olivina) Livermore, California.

CALIFORNIA WINES,

Guaranteed to be Pure and Unadulterated. Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street,

Yokohama. Yokohama, 12th August, 1892.

FOR SALE.

THE SCHOONER "MONTIARA,"

WE BUT MOM THES IN EVO. WIV.	-YF D	W. B. C.
Length	75	feet.
Beam	17	feet
Depth of hold	7	lect.
Registered Tonnage	75	tons.
(Owing to recent alterations	+ -	

capacity of the Montiara has been increased to about 120 tons dead weight.) The Montfara was built in Singapore, is most solidly constructed of teak throughout, with fron-

wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH. 6, Pedder's Hill. Hongkong, 17th May, 1892.

FOR SALE.

THE ENGINES AND BOILER OF THE

CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the Chop-chaung were constructed by Messrs, Indias & Co., of Wanchal, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type Cylinders 201 and 38" dia., with a stroke of 26. The Crank Shaft is 64" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 31", dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 141" dia. by 13 stroke, Single Acting Circulating Pump-81-dia-by-r3"-stroke-and-Double Acting-Feed and Bilge Pump (one each) 3" dia, by 13'

These Engines have been very little used and are in thoroughly good order.

The Boller is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is roft. 2" by oft. ro" long, external measurements; Furnaces, 2st. 7" dia,; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years. The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen

For further particulars, apply to R. FRASER-SMITH, . Pedder's Hill

To be Net.

TO LET,

Hongkong, 17th May, 1802.

TIOUSES in KNUTSFORD TERRACE, Kow-Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 30th September, 1892.

TO LET.

NIEW HOUSES in RIPON TERRACE—Bon-N' ham Road, Near Breeze Point A LARGE Six-roomed Housz at Magazine Gap. Rent inclusive of taxes \$35 per month. No. 4, BLUE BUILDINGS. FLOORS in Blue Buildings.

OFFICES-Second Floor, Praya Central (lately occupied by Messrs, Dunn, Melbye & Co.) GODOWN, (under Mesers, Douglis Lapraile & Co.'s Office). GODOWN, No. 7A, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental. No. 2, STAUNTON STREET (corner of the Old Balley).

No. To, OLD BAILEY. FIRST FLOOR, No. 22, Elgin Street. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

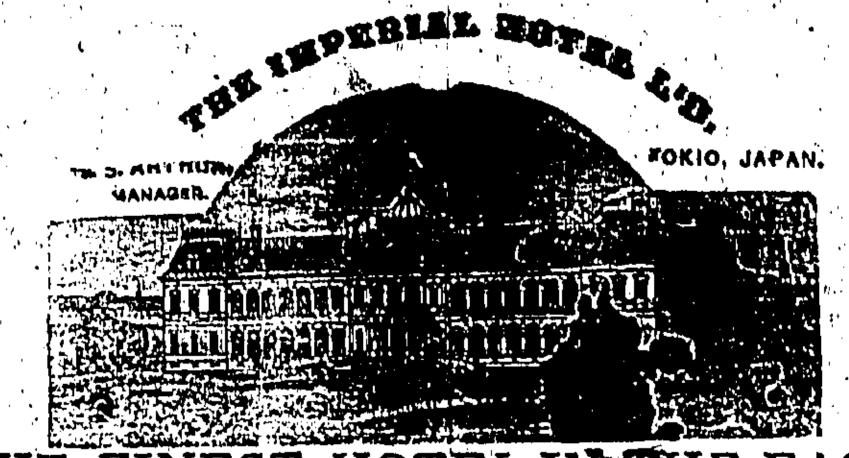
Hongkoug, 30th September, 1802. TO LET, WITH IMMEDIATE (POSCESSION, 1/1/2

THE Large Handsome SHOP, No. 24 A Queen's Road Central, Istely occupied by Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Ploor of above.

Apply to DAKIN, CRUICKSHANK & Co., Ltd., Victoria Dispensary. Hongkong, and August, 1802.

Intimations.



(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokoy Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Culsine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of dally occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR, Manager.

SHANGHAI

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &.c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—Telegraphic Address:—"CENTRAL, SHANGHAI."

F. E. REILLY,

PROPRIETOR.

Telegraphic address, EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL A. B. C. Code.

TELEPHONE No. 35.

TARIFF FROM DECEMBER 18T, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE. Board and Lodging by the Day for Married Couples occupying one room Board and Lodging by the Month for Married Country occurring one room

1	Nowig and rooking by the atouth for statified confice occubing one 100m	100.00
		١,
	(CHILDREN BY SPECIAL ARRANGEMENT.)	
•	Sitting-room by the Day\$ 2.50 Tiffin	4 . ~
•	Sitting-room by the Month 30.00 Dinner	. I.50
	Extra Bed-room by the Day 2.00 European Servents by the Day	1.00
•	Extra Bed-room by the Month 20.00 European Servants by the Mont	h
•	Bed and Breaklast	20.00
•	Breakfast 0.75 Chinese Servants by the Day	. 0.15
, '	Arrange and the second	

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central to R. ISHERWOOD, Manager, Mount Austin Hotel. Hongkong, 13th October, 1892.

PROFESSIONAL NOTICE.

HAVE this Day resumed my Hongkong DENTAL PRACTICE: DENTON E. PETERSON, D.D.S. No. 9, Connaught House, " Oucen's Road Central. Hongkong, 3rd October, 1892.

SIENTING. SURGEON DENTIST, . No. 10, D'AGUILAR STREET. TERMS VERY MODERATE,

Consultation free. Hongkong, 27th September, 1892.

HONGKONG TIMBER YARD. WANCHAI. REGON PINE SPARS and LUMBER

Always on Hand

Hongkong, 24th June, 1881.

Botels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

HIS, commodious and well appointed HOTELT situated at a height of 1,250 feet above sca-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residenta

SPECIAL WINTER RATES. The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows :-Married couple per day...... 3.50 . Every comfort is provided for Visitors, with For full particulars apply to

VICTORIA HOTEL. Hongkong, 25th October, 1892. THE SHAMBEN HOTEL

BRITISH CONCESSION, CANTON THIS FIRST CLASS HOTEL, admirably

River Steamer Wharves, is now open to receive

The Bed-rooms are cool, airy and comfortably fornished, and the spacious Dining Room, Sitting Rooms, and accommodation menerally will be found equal to the best Hotels in the Fax East. The Table D'Hôte is supplied with every luxury in season, and the cultime is in experi-Wines, Spirits, Mait Liquors, etc., of the best

A WELL APPOINTED BILLIARD ROOM. Manager,

A. F. DO ROZARIO, Mongheny, 1st September, 1403.

Botels.

WINDSOR HOTEL, (in Connaught Buildings), QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretolore carried on in WINDSOR 'HOUSE has now been removed to CONNAUGHT HOUSE, Cultine under Einopean manngement. Each

Bed-room, has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day-upwards. Special Rules for Families or Permanent Boarders. Offices and Rooms to let Unfurnished

and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor. Hongkong 23rd August, 1862,

BAY VIEW HOTEL.

A.R. OSBORNE begs to remind the Public VI that 'every possible' arrangement his been made for the comfort and convenience of Visitors to this popular. Summer Resort. "BAY VIEW" occupies the Best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First class style on the shortest notice, and Meals can be served at all

Hengkong, and May, 1842, " THE BOA VISTA HOTEL BISHOP'S BAY, MACAO.

HIS HOTEL: is situated on the sea shore Married couple (occupying one room) per ____ Macao, and commands an admirable view

an excellent Cuisine, and Wines, Spirits and Mait Liquors of the best brands. Hot, Cold, Shower and Sea Water, Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

MIL MARIA B. DOS REMEDIOS, Proprietress.

HAUENSTEIN'S HOTEL. A M O Y.

THIS First-class FAMILY HOTEL I situated on the beach at KULANGSOO and has Pirst-class Actommodation for Visitors. An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality, Terms Moderate.

R. HELLWIG, Proprietor.

Amey, set September, 1891.

Mails.

'CCIDENTAL AND ORIENTAL STEAM SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO.

CENTRAL AND SOUTH AMERICA, AND THE OVERLAND RAILWAYS, ...

ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, BelgicThursday, 10th November. OceanicTuesday, 29th November. GaelleTuesday, 20th December. HE Steamshi:

" BELGIC will be despatched for San Francisco, was Yokohama, on THURSDAY, the 10th November, At 1 P.M. Connection being made at Yokohaman with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First-class. To San Francisco, Vancouver, Victoria, Esquimault, New \$225,00 Westminster, Port Townsend, Scattle, Tacoma, Portland, O...

To Liverpool and London 325.00 To Paris and Bremen 345.00 To Havre and Hamburg..... Through Passage Tickets granted to Engand, France, and Germany by all trans-Atlantic-

ines of steamers. RATES OF PASSAGE TO OVERLAND

CITIES. FIRST CLA			,
DESTINATION.	so day Tickets	Consintous Trip Tickets	Kan
Kansas City, Mo., Omaha, Neb. St. Louis, Mo St.Paul, Minn., Minneapolis, Minn Chicago, Ill. Milwankee, Wls Cincinnati, Ohlo Columbus, Ohlo Detroit, Mich Cleveland, Ohlo Toronto, Canada. Pittsbarg, Penn Niagara Fall, N.Y., Buffalo, N.Y. Washington, D.C., Baltimore, Md. Montreal, Canada Philadelphia, Penn New York Boston, Mass Portland, Maine	285.00 292.50 292.50 297.50 297.50 297.50 304.25 304.25 310.75 310.75 310.75	291.50 295.00 301.50 304.20 302.75 307.45 307.00 308.50 311.75 313.00 312.50	Si. Picker Clay Clay Toro Pitta Was Mon Phili New Host
watering traing attentions attention	327.25	717.00	AI

All the above Rates are in Mexican Dollars. Special rates (First-class only) are granted-to Missionales, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Rallways. Return Tickets.—First Class.—Prepaid return ickets to San Francisco will be issued at fol-

lowing rates :-4 months\$337.50 Time is reckoned from date of issue to date of

re-embarkation at San Francisco. not apply to through fares from China and

Faban to Burche. All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

tined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco. For further information as to Passage or

Freight, apply to the Agency of the Company, No. 72, Queen's Road Central. I. S. VAN BUREN, Agent,

Hongkong, 13 h October, 1902.

A Blackhean & Co. SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS, &

GENERAL COMMISSION AGENTS.

No. 7, Praya Central, HONGKONG, SOLE AGENTS FOR

L'TARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS. HARTMANN'S GREY PAINT for costing the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER DAIMLER INDUSTRIAL MOTORS. TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules,

ENGINEERS! AND BLACKSMITHS! MACHINERY AND TOOLS. EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates Mongleong, 21st October, 1593.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STRAMSHIP COMPANY THROUGH TO NEW YORK, IA OVER-LAND RAILWAYS, AND TOU HING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG. ChinaTuesday, 1st Nov. PerseSaturday, 19th Nov. City of Rio de Janeiro Saturday, 10th Dec. (via Honolulu).....

THE U.S. Mail Steamship

'CHINA "

will be despatched for SAN FRANCISCO, vill YOKOHAMA, on TUESDAY, the 1st Nov. at I P.M., taking Passengers and Freight for Japan, the United States, and Europe. RATES OF PASSAGE.

From Hongkong, First class. To San Francisco, Vancouver, Victoria, Esquimanit, New Westminster, Port Townsend, \$225.00 Scattle, Tacoma, Ponland, O... J To Liverpool and London 325.00 To Paris and Bremen...... 345.00 To Havre and Hamburg 335.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines

of Steamers. RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

Tickels	DESTINATION.	30 day Tickets.	Continuous Trip Ticacts.
H	Kansas City, Mo., Omaha, Neb	-0	
	Ct. Tools Ma	285.00	1 2 2
	St. Louis, Mo		291.50
	St. Paul, Minn., Minneapolis, Minn		
.50	Chicago, Ill	397.50	295.00
	Milwaukee, Wis	200.50	295.00
.00	Cincinnati, Ohio		301.50
.00	Columbus, Ohio		304.20
.50	Detroit, Mich		
.20	Cleveland, Ohlo	3000	302.75
·75	Toronto, Canada		305 00
œ.			307-45
	Pittsburg, Penn		307.00
45.	Niagara Falls, N.Y., Buffalo, N.Y.		308,50,
.00	Washington, D.C., Baltimore, Md.	317.90	311.75
50	Montreal, Canada	319.75	313.00
·75.	Philadelphia, Penn		312.50
.00	New York	310.75	315.00
.50	Boston, Mass	221.75	317.00
.00	Portland, Maine	327.25	
.00		3~/•~3	3.,

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military. Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways, Return Tickets.—First Class.—Prepald return tickets to San Francisco will be issued at follow-

Passengers by this line have the option of

ing rates :--4 months\$337.50 Time is reckoned from date of issue to date of

e-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or ing at San Francisco for China or Japan (or vice versa) within one year will be allowed vice versa) within one year will be allowed a discount of to per cent. from Return Fare, This allowance does not apply to through lares from China and Japan to Europe. Through Bills of Lading issued for trans-

re-embarkation at San Francisco.

portation to Vokoliama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, vit Overland Railways, to Havana, Trinidad, and Demerara, and to porta Consular Invoices to accompany Cargo desin Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until ; P.M. same day all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo desitined to Points beyond San Francisco, in the -United States, should be sent to the Company's Office in Seried Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage aid

Freight, apply to the Agency of the Company, No. 72, Queen's Road Cantral. I. S. VAN BUREN, Agent.

Hongkong, 22nd October 1892

DENTISTRY. FIRST CLASS WORKMANSHIP

MODERATE FEES. MR. WONG TAI-FONG. Surgeon Dentist. (Formerly articled Apprentice, and latterly assistant to Dr. Rocers). HAS REMOVED

THE BANK BUILDINGS. QUEEN'S ROAD. (Opposite Hongkong Hotel), CONSULTATION FREE.



up, by the use of

OF PURE COD LIVER OIL AND HYPOPHOSPHITES Of Lime and Soda. They will take it readily, for it is aimost as palatable as milk, and three times as officacious as plain Oil. And it should be remembered that AS A PREVENTIVE OR OURE OF COUGHS OR COLDS, IN BOTH THE OLD AND YOUNG, IT IS UN-

Bold by all Chemister-Supplied the Boulet SCOTT & BOWNE. LIMITED,

Hongkong, sith December, 1886. (1886)

Sole Avents for Hongkong and China :

Mesers, A. S. WATSON & Co. (LIMITED).

Mails.

CANADIAN PACIFIC RAILWAY CO.'S' ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

' (s	(SUBJECT TO ALTERATION).						
Empress of	China	Wednesday	Nov. 2nd.				
Empress of	Indla.	Wednesday	Nov. 30th.				
Empress of	Japan	Wednesday	Dec. 28th.				

THE R. M. S.

"EMPRESS OF CHINA," Captain R. Archibald, Commander, sailing at Noon, on WEDNESDAY, the and November, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE. (In Mexican Dollars). FROM HONOKONO, FIRST CLASS.

T SIOM TIONOMONIO, T ESSAN			
TO	Way res.	Prepretu	paid m.
то	Cnc. Far		13 mos
Vancouver, Victoria, Esqui- mault, New Westminster,			· ·
Port Townsend, Scattle, Ta-	225	338	39
Portland, Ore., San Francisco		,	11
Banff Calgarry, Alba Winnipeg, Man	255 275	38a 413	44 48
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo Milwaukee, Wis	295	443	-51
Deiroit, Mich., Cincinnati, Cloveland, Columbus, O			
Hamilton, London, Toronto, Ont.	305	45B	53
Buffalo, Niagara Falls., N.Y Kingston, Ottawa, Ont., Mon-	<u> </u>		
New York, Albany, Troy,			
Rochester, N.Y. Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	54:
Washington, D. C., Boston, Mass., Portland, Me			٠,
Halliax, N.S., St. John, N.B.	၂ းင		
Paris, via Liverpool and Lon-	325	5	550
Havre, via Liverpool	345 335	11 #	ponss
Bremen,	345		23
			•

and class steamer and 1st class on rail, and and class steamer and rail, also Steerage Fares and Rates to other places, quoted on application. The Steamers call at Victoria to land and

embark passengers. Return Tickets .- Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines. of steamers. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to

CARGO.-Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Involces of Goods for United States. Points should be in quadruplicate; and obecopy must be sent forward by the steamen to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific

Government officials.

Railway, Vancouver, B. C. Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing. For further information as to Passage or

Treight, apply to E. HOLLOWAY, General Agent. Office, Pedder's Street,

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

Hongkong, 8th October, 1892

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) Victoria Thursday ... | November and Tacoma Thursday ... December 1st. A Steamer ... | Thursday ... | December 20th. Victoria | Thursday ... | January 26th, Tacoma Thursday ... | February 23rd.

A Steamer ... | Thursday ... | March 23rd. AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at Noon, on THURSDAY, the 3rd November, will proceed to VICTORIA, B.C., and TACOMA, via SHANG. HAI, INLAND SEA, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash, Parcels strust be sent to our Office with address marked in full by 5 P.M. on the day previous to salling.

For further information, as, to Passage or DODWELL CARLILL & Co.,

[510,77

Hongkong, 21st October, 1892.

NOTICE. JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR

ANTISEPTIC PAINT. THE Undersigned have this dry been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantifies to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Six ROBERT RAWLINSON, C.B., C.E., Chief. Sanitary Engineer, Local Government Board, London, says "It is the best Districtiant in use."

Hank Buildings.
Tiongkrow 10th June. 1888.

Printed and Published by ROBERT FRASER. SMITH, No. 6, Pedder's Hill, in the city of Tripria Hongroup

W. G. HUMPHREYS & Co.